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Hongkong Telegraph

SATURDAY OCTOBER 20, 1923. 六拜禮 號十月十英曆

RECONDITIONED CARS

Many people have the habit of getting a new car every year, and wonder how good the old car may be. It is a good habit. Good for us because it helps the sale of new cars and puts some extra good used cars at our disposal. And that is what makes it good for you.

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A SLIGHT DIFFERENCE.

CORRECTION OF A GERMAN REPORT.

(Reuter's Service.)

Paris, October 19. — A Quai D'Orsay communiqué described the German official account of the Von Hoesch-Poincaré interview on October 17th as incorrect and biased. The German version stated that M. Poincaré rejected the proposal for Franco-German negotiations as regards the resumption of work in the occupied areas and demanded the complete restoration of the state of affairs before the occupation by the French forces, and also regarded Germany's declaration of inability to finance deliveries in kind as an element of resistance which must be completely abandoned before the Reparations Commission could discuss the eventual German proposals. The chief unofficial French complaint is that M. Poincaré's reply is too closely summarised. The Quai D'Orsay communiqué, remedying this, furnishes a version apparently only slightly different in meaning to the German account.

ZEV PROBABLY UNABLE TO COMPETE.

New York, October 19.

A skin malady epidemic has stricken three stallions at Belmont Park, and Zev is affected. It is most unlikely that this horse will run to-morrow against Papyrus. The Jockey Club is withholding its decision as regards a substitute.

A False Alarm.

It has been decided that Zev is fit for to-morrow's race.

RUSSO-NORWEGIAN RECIPROCITY.

London, October 19.

A Russo-Norwegian Government agreement has been concluded regarding the purchase of twenty thousand tons of rye at a price approximately four and a half million kroner, of which half has been deposited in Norwegian banks for the purchase of Norwegian goods.

IMPERIAL DEFENCE DISCUSSED.

London, October 19.

The consideration of foreign relations was resumed at the Imperial Conference, presided over by Mr. Baldwin, in which Lord Derby and Sir Sam Hoare each made a statement. A discussion followed regarding Imperial defence.

EARLIER TELEGRAMS.

THE SINGAPORE SCHEME.

London, Oct. 19.

It is reported that the Imperial Conference yesterday deliberated on the Singapore scheme. The Daily Mail strongly attacks the plan on the ground of the need of economy and avoiding friction with Japan, who has recently given every evidence of a sincere desire for peace and for whom the nation still feels a real affection; and declares that at best if trouble comes with Japan we shall have provided another Kiaochow.

JAPANESE LABOUR IN CANADA.

London, Oct. 19.

The Judicial Committee of the Privy Council has dismissed the appeal from the Supreme Court of Canada in the action, to which the Attorney-General of British Columbia and the Attorney-General of Canada were parties, relating to the employment of Japanese labour in the Dominion. The Committee held that the British Columbia Act passed in April 1917, enabling the restriction of employment of Oriental labour, was contrary to the provisions of the Treaty of 1913 between His Majesty and the Emperor of Japan, and conflicted with the British North America Act.

A TRIP TO KWEICHOW.

New York, Oct. 19.

Mr. Frederick Wulsham shortly goes to Peking to organise a trip to Kweichow, where the National Geographical Society hopes to discover among the non-Chinese tribes prototypes of the American Indian and East Indian and negro.

THE DUFF CASE.

London, Oct. 19.

The Duff Development Company deny that any award of compensation has yet been made in their case against the Kelantan Government.

SOUTH AFRICAN LOAN.

London, Oct. 19.

Underwriting is proceeding of the Union of South Africa £9,000,000 loan issued at 9½% and bearing five per cent interest, redeemable in 1933-43.

PEAK TRAMWAY.

NEW REGULATIONS.

New regulations made by the Governor-in-Council provide that the Peak Tramway Co. must install the following equipment to the satisfaction of the Director of Public Works on or before December 1st next:

- (1) A track indicator on the engine room starting platform to show stopping positions, with the names of stations clearly marked thereon in brass letters or characters in English and Chinese.
- (2) The marking of the reverse gear on the starting platform of the engine room to indicate clearly the direction of drive.
- (3) A framed list showing the detail in English and Chinese of all signals commonly in use for operation of the cars, posted in a conspicuous position in the engine room.

ALFRESCO CONCERT.

SUCCESSFUL EVENT AT V. H. Q.

Another successful open air concert was given by the King's Band, the pipers of the Scottish Company of the H.K.V.D.C. and well-known vocalists at Volunteer Headquarters last night.

A number of delightful selections, rendered by the Band of the King's Regt. were much enjoyed. The pipers, too, came in for their fair share of well-deserved applause, from an enthusiastic audience. Mrs. S. A. Clements gave a charming rendering of Sanderson's "Valley of the Kings" and another number, which came in for a hearty ovation, was her song, "Just a Wearyin' for you." "Shipmates o' Mine," by Mr. A. Hyde Lay was also an appreciated item.

HONGKONG AND OPIUM.

Some Aspects of a Big Problem.

THE FIGHT AGAINST THE SMUGGLER.

(Telegraph Special.)

In his annual Budget speech, His Excellency the Governor referred at some length to the steady increase in revenue derived from the Government opium monopoly, which source provides a large proportion of the Colony's revenue. Certain remarks made by His Excellency in this connection amounted to an admission of the Government's failure to check the growing use of the drug in face of circumstances beyond its control. The paradox of a Government viewing with a measure of alarm an increase in its income here presented for reasons to be explained later.

THE CONSUMPTION ASPECT.

An examination of the Government's policy since it took over the Opium Monopoly from a syndicate some years back will show that the moral aspect of the question has received full consideration. There is, however, another aspect, and that is found in the fact that drastic and sudden stoppage of the sale of the drug would bring great sufferings to those habitually addicted to it. It is well-known that there is little prospect of cure for the vice once it has become firmly established, except by phenomenal determination and the adoption of antidotal measures not always available to the means of the class of smokers for whom this moral compulsion is expressed so much concern. With well-to-do folk, the opium habit is a luxury, and a luxury which means to gratify it, is not to be often abandoned. The solution of the problem is best found in a policy of gradual restriction of individual consumption. Curtailment of sales to bring about this result is not under present circumstances practicable, but a step of some value has been taken by the gradual raising of the price to a figure at which the drug is available only to those who can afford to pay the price.

In actual practice, however, this policy has not greatly decreased consumption locally. That is so because of the Colony's proximity to a country still lagging behind in anti-opium activity. Declarations that China is serious in her efforts to stamp out the vice have not been substantiated by efforts towards the suppression of the cultivation of the poppy plant. Opium is still being manufactured in the interior, secretly no doubt, but still in such vast quantities as to render any efforts exerted by the Hongkong Government almost completely abortive. The fact is that opium is being smuggled into Hongkong and sold secretly at a figure against which the Government could not possibly compete, even if it wished to. The motive of the raising of the price of the Government product has thus been largely defeated. There has now come a time when in consequence of the continued demand for the drug and the inducement to import cheaper brands by smugglers, a larger and more expensive force of officers has to be maintained, and we learn that three more European revenue officers, in addition to a number of Chinese, have been appointed.

SUCCESSFUL SMUGGLING.

Information given by Mr. J. D. Lloyd, the head of the Imports and Exports Office, to a Telegraph representative serves to show how hopeless it is to expect a better outlook in the near future, dependent as it is on prevailing conditions in the interior. There, from present indications, are as bad as could well be, and are only to refer to the numerous seizures of contraband opium—admitted by the Superintendent to be but an infinitesimal portion of the quantity smuggled into the Colony—so doubt whether the

who pull the strings from behind the scenes—the essential syndicate, company or combine which runs this huge business.

A RECENT CASE.

Mr. Lloyd refers with evident satisfaction to a recent case, in which one of the big smugglers had the misfortune to be caught and is now in goal. He was the compadre of a Chinese steamer and was sentenced to a year's hard labour, with another year added on in case he fails to find the additional fine of \$36,000 imposed by the Magistrate. For a considerable time past, it would appear, the Department had worked hard to lay hands on certain Chinese shipowners known to be not over-scrupulous in making money outside the channels of legitimate trade, so when this particular compadre was arrested the Department's officials were able to convince the presiding Magistrate that the prisoner was not only compadre but also part owner of the vessel, and that this was not his first transaction, as certain documents attested to the fact that he had a much wider interest in the illegal business than the extent of the present case would show. Unfortunately, from the Department's point of view, the vessel was of a size much greater than the limit fixed by law for vessels liable to confiscation, so although it was proved that the ship was used primarily for the unlawful carriage of opium, it could not be seized.

MACAO'S OUTLET.

There is another aspect of the general opium problem which has not received much public attention so far. This is the conflict of interests between the Macao Opium Monopoly and the local Government, for the disparity in the prices of the two products has permitted of a certain importation of the Portuguese product into the Colony. The Opium Farmer at Macao turns out practically an unlimited output, buying as many as 800 chests of Persian opium in a year. With a population of only 80,000 it is hardly conceivable that all these are needed for home consumption, especially when it is considered that with eight times as many inhabitants, Hongkong can find a demand for only 240 chests on an average per annum. The vast unchecked amount of other grades smoked here must, of course, be taken note of, but even with this addition, appearances hardly justify the view that the vast quantity of opium manufactured by the Macao Farm is absorbed by local consumption.

ILLICIT OPIUM DENS.

Meanwhile an untiring Government Department, seeking to strike at the very root of the evil, has assigned special officers who take extraordinary pains in ferreting out the illicit opium dens in the Colony. There are daily raids on secret resorts with subsequent revelations made of the facility with which non-Government opium—some of it of very bad quality and most harmful to the smoker—makes its way into the Colony. Hardly a day passes but that Mr. J. R. Wood, our senior magistrate, who tries such cases, has not before him half-a-dozen wretches caught in a raid on an opium den. A small fine meets the case of the smokers, but the keeper usually has to pay out a fine of at least \$50 and he even runs the risk of imprisonment.

To the Department that has to control the traffic it is cause for regret that it is not often possible due to intricacies of the law, to clinch matters in cases where it is palpable that others of far more importance than the carrier are guilty. It must not, of course, be inferred from this remark that the carrier is a wholly blameless character. When consenting to be made a carrier of opium for someone else, he has his little share of the ultimate profits, and generally knows the full extent of the risk he assumes when he accepts charge of the drug. Therefore he deserves what is coming to him in discovery. But he is only a small fry after all. We can therefore appreciate the Department's desire to lay hands on the men

SUN'S FLEET.

HONGKONG JUNKS COMMANDEERED.

There appears to be a small fleet of warships in Sun Yat-sen's fleet, for his henchmen have taken to commanding Hongkong junks. Two of these were recaptured by the Water Police at Yan Mo, Lantau island, and three men found aboard are now charged with larceny. One of them is described as a naval officer and the other two as sailors. All three looked poor specimens at the Police Court this morning. The Assistant Crown Solicitor appeared in the case, and applied for a remand, which was granted.

JASCHA HEIFETZ.

BRISK BOOKING.

Success is already assured for the Jascha Heifetz concert, which is to take place on the 29th inst., booking being very brisk at Mountie's. An idea of the wide interest in this remarkable youth's playing can be gathered from the fact that on the Continent, in England and in America, there are many cities on the waiting list for the next year. The perfection of violin playing that Heifetz has disclosed to the world is something that could not be acquired by mere study; if it could be, then half a dozen other famous violinists would be his equal. As it is, the young Russian super-genius towers above them all. Unless one has heard him, it is impossible to appreciate the full meaning of "perfection."

JUNK SUNK.

SEARCH FOR LAUNCH.

The police are now searching for a launch, which, after running into a fishing junk at sea, went off without any attempt at rescue of the 17th, when a fishing junk locally registered as 2292, H. W. was sailing off Makong. The junk was run into head-on by the launch and sank in a few minutes. The launch hovered in the vicinity for a minute as if uncertain what to do, then steamed off, making for Hongkong. The junk had completely disappeared, and had not been for the timely arrival of another fishing junk on the scene, all the crew probably would have lost their lives. As it was, only one of the crew was drowned. This was the master's wife, who sank almost immediately after being thrown into the water. The junk which rescued the rest of the crew arrived in Hongkong yesterday. As the collision occurred during the early hours they were unable to give the police a description of the launch.

CANTON NEWS.

SOME INTERESTING RUMOURS.

Although an official report has been issued in Canton to the effect that Wanchai city was captured by Sun's forces on the 18th, there is as yet no confirmation of this news. A report from another source says severe fighting is still going on in this region. There is a fresh rumour circulating as to the reasons for Dr. Sun's alleged intention of removing his headquarters from Sheshung to the Bocca Tigris forts. This is to the effect that President Tsoo Kun intends to appoint General Chan King-ming as Chief Commander in Kwangtung, with General Yang Hsiang-shan, a Yunnanese commander, as Chief of Staff. It is also rumoured that the Government of Yunnan would be willing to supply the Government of Kwangtung with opium, and that the Government of Kwangtung would be willing to supply the Government of Yunnan with opium. This rumour is, of course, purely speculative, and is not to be taken seriously.

NO CONTROL IN CHINA.

To sum up, there is no doubt that conditions in the interior of China, so far as poppy-growing is concerned, are as bad as they ever have been in recent years. The appearance of Yunnanese troops in Kwangtung, with large quantities of opium brought over from Yunnan, has helped to swell the quantity of the drug in that province. The plain fact is that there is no control over the traffic in China, whether in the North or South. Conditions being as they are, we can only hope that the Government of Kwangtung will be able to maintain a strict control over the opium trade in that province, and that the Government of Yunnan will be able to maintain a strict control over the opium trade in that province. This is the only way to prevent the opium trade from becoming a national disaster.

22 YEARS AGO.

ITEMS FROM TELEGRAPH FILES.

October 13, 1901. — A telegram is made for better pay for sub-officials in Government service. The rise in rents, food, and general cost of living. A correspondent complains of the practice of the Government at Victoria, Kowloon, and suggests that such folk should be deported to the New Territories. (Canton) wants rich officials to go to temples to pray for a down-pour. A "lady manager" is wanted for the Craigburn Hotel. No. 1 Stewart Terrace has apparently been let.

October 13, 1901. — Bass lightale is advertised at \$2.25 per dozen pints. A cobra 49 inches long is killed at Lai Chi Kok. "A Portuguese" is told that he must call people liars himself if he wants to. "We can't go calling people liars at the bidding of men who wish to keep in the back ground," says the Editor. The Hon. Mr. J. H. Stewart, Lord Chief Justice, the Hon. Mr. H. E. Follock, Col. Faulkner Brown and the Hon. Mr. John Taurum and Mr. Robert Brown are appointed commissioners to enquire into the working of the P. W. D.

October 13, 1901. — Mr. Rutson is granted a licence for his new hotel in Eldon Road Kowloon. Sir John Cairns, Chief Justice, bids farewell to both branches of the legal profession at the Supreme Court.

October 14, 1901. — A leading article is devoted to waste of water, it being argued that it is utterly folly to lay water on to Chinese tenement houses. Scots of Peking form a St. Andrews Society.

October 15, 1901. — The registration of Chinese for the census is urged. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 16, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 17, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 18, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 19, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 20, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 21, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 22, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 23, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 24, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

October 25, 1901. — A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station. A notice is issued at the Kowloon Police Station.

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PRIME IN HONGKONG

ARE WE SUFFICIENTLY PROTECTED?

Following the approval of the
second reading of the Appropriation
Bill at Thursday's meeting of
the Legislative Council, the Council
went into Committee to con-
sider the Bill clause by clause. On
the heading "Police Force," the
Hon. Mr. Pollock said: I am
still not satisfied as to the Police
Force, although I have carefully
listened to the arguments this
afternoon. I do feel, as I said,
that the preservation of peace
and good order is one of our
principal assets vis-a-vis China.

There is a great deal of crime,
which is indicated by the figures
for 1922, and I cannot help think-
ing that a great deal might be done
in the detection of crime if we
have a bigger Police force and
strengthening the detective force.
With reference to the question of
Kowloon, my Chinese colleagues
will bear me out that the Chinese,
owing to inadequate police protec-
tion there, are reluctant to go out
to the northern part of the Penin-
sula. I have had quoted to me
frequently that there is a feeling
of insecurity in Yau-ma-tei and that
neighbourhood amongst the Chinese.

H. E. the Governor: I question
whether there has been a great
deal of crime recently.
The Colonial Secretary: Founda-
tions are much better: greatly
improved.

H. E. the Governor: The position
is very largely due to the
absolute refusal of the Chinese
community to co-operate with the
police. Nobody will ever give a
criminal away.

Patrols in Pairs.

The Hon. Mr. Pollock: The
criminals won't give themselves
away. The ordinary person, if he
is faced with a loaded revolver,
cannot be expected to display any
very great courage.

H. E. the Governor: The dif-
ficulty is to suggest any practi-
cable methods. You cannot patrol
every street continuously. The
criminals to China, as in London,
wait till the policeman has just
passed and then commits his bur-
glary.

Hon. Mr. Pollock objected to
patrolmen going on patrol singly.
He added: That question has been
raised in many police forces. I
think the Colonial Treasurer will
bear me out that you are more
likely to get good work from two
than from one.

H. E. the Governor: I think
that one will patrol his beat from
sheer boredom, whereas two will
probably gamble—I am not refer-
ring to our Police Force.

Hon. Mr. Pollock: I believe
that on Hongkong side the police
patrol in couples.

The Colonial Treasurer: They
are learners, being taught by the
man on the beat. That is the only
occasion when they go by couples.

Hon. Mr. Pollock: Two men
together have a chance of fight-
ing; one man may be easily
knocked on the head.

The Colonial Treasurer: Two
together both may be knocked on
the head at the same time. You
would have to keep them some
yards apart, one twenty yards
ahead of the other.

An Inspection Scheme.

Hon. Mr. Pollock: Why not do
that? It seems a very sensible
thing to do.

H. E. the Governor: Having
arranged for your patrol to be
followed by another man you have
to have a third person to see they
are both there.

After further discussion H. E.
the Governor: The substance of
the complaint may probably be at

THE FIGHTING OF NEW CRIME.

During the Committee stage
the Finance Bill at Thursday's
meeting of the Legislative Council
the Hon. Mr. H. E. Pollock urged
the necessity for increasing the
staff of the Buildings Ordinance
Force.

The Director of Public Works
(Mr. Mr. E. T. Greasy) replied
that the question had been fully
considered. It was inadvisable to
increase the staff by more than the
two new architects who had already
been provided for. Two men were
all that could be done at one time.
It took some considerable time be-
fore an architect arriving in the
Canton for the first time was of
much use.

Hon. Mr. Pollock said it had
been suggested in the Housing
Committee report that possibly
some temporary assistance might
be obtained from the engineer and
survey staff of the naval and
military forces.

H. E. the Governor did not
view the suggestion favourably.
The Public Works Department
might be able to get men for
survey work, but this, he thought,
could quite well be done by
Chinese.

In reply to the Hon. Mr.
Pollock, the Director of Public
Works said that additional accom-
modation was being provided for
the staff.

H. E. the Governor: It seems to
me we want more staff and accom-
modation.

H. E. the Governor: If you
have more staff you want more
accommodation and in order to
build that accommodation you have
to have more staff. I think it is
hardly desirable to flood the office
with too many new men at once.

In reply to H. E. the Governor,
the Director of Public Works said
he was quite satisfied with the
present position. If he found later
on that more new men could be of
use he would make an application
for them.

Keeping the Railway Alive.

Hon. Mr. Pollock enquired with
respect to the security in connection
with the Kowloon-Canton Railway.

H. E. the Governor replied that
while a considerable sum of money
was required on behalf of the
Chinese section they had not
reluctantly agreed to it. It was very
easy to destroy a railway but it was
not very easy to build it up again.
Though they were losing money for
a time it would pay them
better to keep the Canton section
alive as long as possible.

lack of inspection and that is mat-
ter on which the C.S.P. might be
advised more clearly. With re-
gard to the detection of crime, that
is a special art, proficiency in
which is born and not made, and
I am not sure that we have any
of the born ones among us.

Hon. Mr. Pollock: And a cer-
tain amount of training.

H. E. the Governor: The detec-
tive department has distinctly im-
proved in the last year.

Hon. Mr. Pollock: I know it is
a difficult subject, but I still feel
we are not sufficiently policed, and
that the Police Department and
the detective branch should be
strengthened.

H. E. the Governor: Well, that
does not involve a reduction of the
vote. If there is any desire to
increase it, it can be gone into
separately, I think.

The Police Vote was then passed.

The Bill passed through the
Committee stage without amend-
ment and on the Council being
resumed the Colonial Secretary
proposed and the Colonial Treasur-
er seconded the third reading.

The Bill was unanimously agreed to
and the Bill consequently passed into

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directly, or are jointly interested in nine other of the finest
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THE WAR IN KWANG- TUNG.

WAICHOW CAPTURED AT LAST.

Waichow was captured by the
Constitutionalist Force on Thurs-
day morning, says the Canton Daily
News. Official reports have been
received by the General Headquar-
ters from the front, confirming the
capture. Upon receipt of this news,
the different Government offices
and many public organisations
celebrated the victory last night
with enthusiastic firing of
crackers, as everybody is glad
that the capture of Waichow means
the termination of the East River
campaign. Many motor cars
paraded through the streets to
celebrate the capture of the long-
besieged city.

According to a telegram received
by General Liu Chen-wan from his
subordinate officers at the front,
the enemy commanders and
soldiers in Waichow were much
excited over the shortage of food
and munitions, since their com-
munications with Swatow were
totally cut off by the capture of
Hoyuen by General Hsu Sung-chi's
troops some time ago. After their
defeat by the Yunnanese forces
on the 15th, when some 2,000 of
them made an attempt to break
through Pingnan and escape, dis-
turbances were then rife within the
enemy's camp.

A Bomb.

Seeing that the time was oppor-
tune to capture this long besieged
city, a bomb was set to undermine
the city wall and a general attack
was started by the Allied Constitu-
tionalist forces on Wednesday,
and went on terribly, resulting in
many casualties on both sides. It
continued until early yesterday
morning, when a portion of the
southern gate was destroyed by un-
ceasing bombardment, through
which the Constitutional soldiers
triumphantly marched into the city.

When they lost the southern
gate, the enemy troops rushed
through the northern gate, and
again were defeated by the Con-
stitutionalist forces there. Dr.
Sun Yat-sen immediately des-
patched a telegram to his men
there congratulating them for their
valor and prowess.

Mr. Eugene Chen, the new
Director of the Aviation Bureau of
the Constitutionalist Army, has
despatched a squadron of aeroplanes
to the Eastern Front. These ma-
chines will help in the attack
against the enemy troops in Lo-
lung, the last stronghold of the
enemy in the East River after their
loss of Waichow.

STAMPERS' MEETING.

HONGKONG PHILATELIC
SOCIETY.

Mr. J. Robertson presided over
a special meeting of the Hongkong
Philatelic Society yesterday after-
noon. He reminded the members
present that at the annual meeting
it was decided to have at a later
date an extraordinary general meet-
ing to elect officials and to discuss
the position of the Society. That
was necessitated by the lack of
support accorded last year, and the
lack working made the continuity
of the Society a doubtful thing.
Continuing, he said he need not
labour the point that the work had
been unsatisfactory and that mem-
bers had not lived up to the rules.
Support had been lacking in the
circularising of monthly packets of
stamps. Instead of three days one
member had kept them for five
weeks and help of a solicitor had
been necessary to get a packet of
stamps returned. If the
society was to continue they must
get busy and make up their minds
to do all they could to help things
along.

To show how some members had
failed in their support of the
Society, the chairman read a letter
which he had received from one
member, which said he would be
pleased to continue as a member
but he could not and did not
intend to tie himself to send on
packets of stamps of any par-
ticular minute that you or the rules
of the Society may appoint. He
collected stamps as a relaxation
from tirework and hard work, and
if belonging to the Society was also
to be hard work then they could
cross him off. (Laughter.)

Mr. Yates: There's only one
thing to do there.

Mr. Yates said he thought they
should make an attempt to make
the membership up to 40. They
could have monthly or bi-monthly
meetings for the auction of stamps
to create and maintain interest.

Some discussion took place, and
finally it was decided to continue
the Society on the same rules and
to endeavour to make it more of a
success than it has been.

The following officers were elec-
ted.—President, Mr. J. Robertson;
Secretary, Mr. A. L. Terry; Com-
mittee, Messrs D. Reid and D. J.
Brown.

A vote of thanks to the outgoing
secretary, Mr. Brown, was carried
unanimously.

CAPTIVE LADIES.

STILL IN BANDITS' HANDS.

Kaifeng, Oct. 10.—The Lu-
shan bandits are ready to negotiate
for the release of the ladies, but no
local official with sufficient authori-
ty will accept the terms; hence
the negotiations have been delay-
ed.—Hester.

A PEKING INCIDENT.

MANDATES ISSUED IN
WRONG ORDER.

Peking, Oct. 10th.—The relations
of the Chinese Government vis-a-vis
the Diplomatic Body are disturbed
as the outcome of a presidential
mandate accepting the resignation
of Tien Chung-yu and promoting
him to be Shang of Chingcheng,
which the Diplomatic Body con-
sider a violation of the promises under
which it was understood he was to
be dismissed.

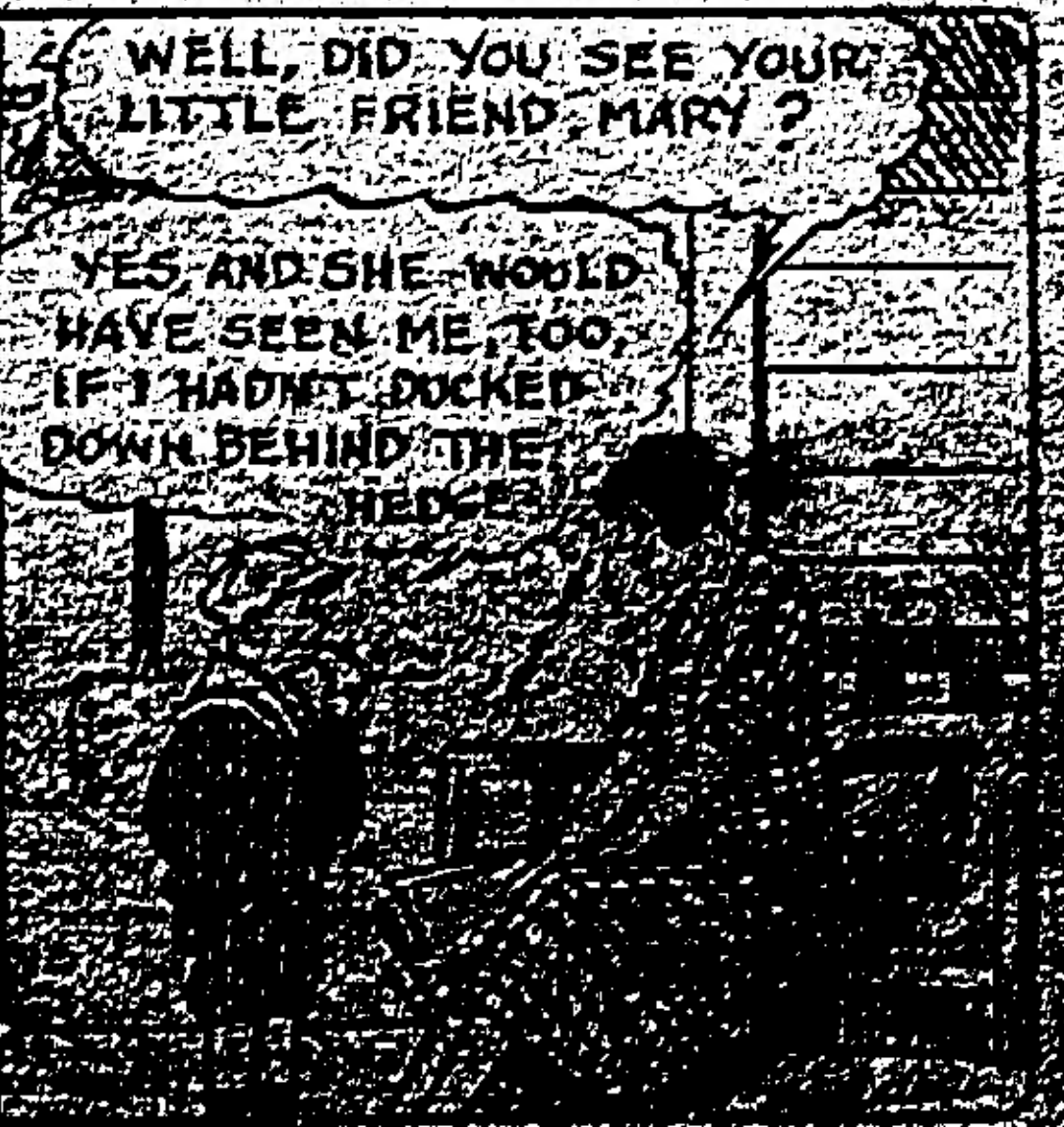
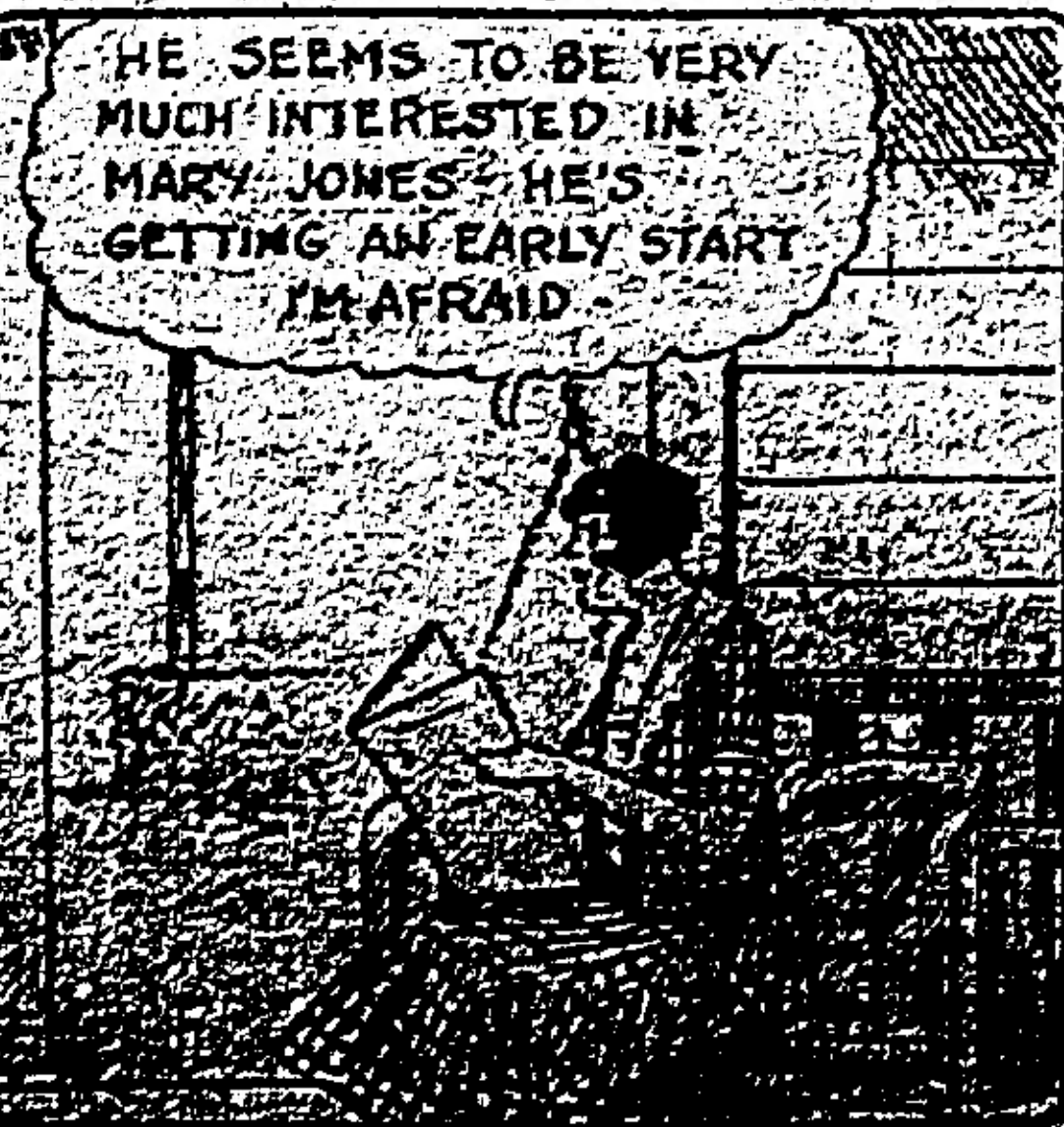
The Chinese Press carry a
sensational report to the effect that
the Doyen of the Diplomatic Body
has handed to the Chinese Govern-
ment an ultimatum demanding
the withdrawal of the mandate
within forty-eight hours. This
report cannot be confirmed, but it
is known that the Diplomatic
Body view the situation seriously.
High Chinese officials called at
several of the foreign legations
to-day in an endeavour to explain
the matter.

Peking, Oct. 10th.—The Tien
Chung-yu incident is officially re-
ported as settled. The Chinese
state that the mandates were issued
in the wrong order. Kao I-yue
takes the responsibility and says
the mandate promoting Tien Chung-
yu should have been issued first,
then the mandate accepting his
resignation; but the printing office
issued them wrongly. A Presidential
mandate has now been issued
reversing the order of the mandates.
Members of the Diplomatic Body
have accepted these explanations.—
Hester.

H. L.
safety
last!

MONDAY, OCTOBER 10, 1922
Jascha Heifetz
Booking at Monticini

DOINGS OF THE DUFFS



UNDERWOOD-TYPING
PRICE 1/6, 2/6, 3/6, 4/6

Getting an Early Start

BY ALLMAN



The Tea-blender's Lament

This man is a tea-blender. He has been served with a cup of what somebody called tea, but which tastes like warm water.

It has made him think! "Here am I," he muses, "spending most of my days tasting, experimenting and blending, so as to produce fine blends of choice flavoured and aromatic! I wonder why people don't take more trouble. They don't know what they are missing!"

A good tea wasted in your household? Next time they serve bad tea to you, find out why. Maybe it is made carelessly. Possibly the wrong sort of tea is used. See that you get Brooke Bond tea. It comes in a vacuum tin. The vacuum keeps it good and fresh, right up to the moment it is needed.

Brooke Bond Tea Ltd.

100, Queen's Road, Central.

Hong Kong, Canton, Amoy, Shanghai, and other ports.

Ask for
Brooke
Bond
Tea



VACUUM
COVER
CUT OPEN
BY USER

LEVER LID
FOR DAILY USE

**JUST RECEIVED
NEW STOCK OF
CANDLE SHANDES
IN**

**RED,
GREEN,
PINK,
and YELLOW,
ALSO
SHADE HOLDERS
— AT —
ANDERSON'S**

**JUST RECEIVED A CONSIGNMENT
OF**

Squibb's Dental Cream

(Milk of Magnesia Base)

For the care and preservation of the teeth and gums,
to be obtained at—

THE COLONIAL DISPENSARY

Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

Tel. 654 **HOP CHEONG** 55, Queen's
Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN

**SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.**

**LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.**

LAWN TENNIS.

ROYAL ARMY ORDNANCE TOURNAMENT.

The semi-finals and final in the above competition were played on the Garrison courts at Sookunpo yesterday afternoon, when Col. Hill and Officers of the Corps were "At Home" to several members of other Units and a good number of civilian friends.

The semi-finals were keenly contested, each match going to the three full sets, and totalling thirty-one games. Foster and Hatfield had a good tussle in the final set of their semi-final, which eventually went to the former with the score 6-3, 4-6, 7-5. The other semi-final was between Wright and Collie. The first set went to Collie, the score reading 7-5. Wright took the second set fairly easily with a score of 6-3. The final set went to Collie, 6-4, giving him the match 7-5, 3-6, 6-4. An interval was then called for tea and between sixty and seventy persons sat down.

After tea the final between V.Q.M.S. Foster (score 30) and Pte. Collie (score 40) was played. Foster winning by two straight sets. Foster opened the service, but lost the game to Collie. Foster then took three games in succession. Collie won the fifth "love" game. He also won the sixth after deuce, and the games were called three all. Foster won the next three games and the set 6-3. The second set opened with a win for Collie, and Foster again got three, making the score 3-1 in his favour. Collie won the fifth and Foster the sixth. Collie then with a smart service made the score 4-3 in favour of Foster. The Private took the next game to deuce, but lost it, and the next game, which appeared to be the last, was 40-15 in favour of Collie. With Foster on the base line the former should have won the game, but gave Foster an easy return and the latter won the match after three deuces had been called, 6-3, 6-6. Foster was much steadier than Collie, who seemed to be reckless at times.

V.Q.M.S. Foster, before asking Mrs. Hill to kindly present the prizes won in the tournament, thanked Col. Hill on behalf of the members of the Corps for giving the cup to the winner and also the other Officers of the Corps who have donated towards the other cups. Out of a total strength of thirty, twenty-six had entered the competition. The Corps had done well in the Garrison competitions, winning the League and having a pair runner-up in the Garrison Challenge Doubles.

Mrs. Hill then presented out to the following:

A. Q. M. S. Foster, winner of the tournament.

Pte. Collie, runner-up.

S. (V. M. S. Tennis, who played in the opening League games but was forced to drop out through illness.

Pte. Radford, first reserve and umpire.

V.Q.M.S. Foster called for three cheers for Col. and Mrs. Hill. Other

Officers of the Corps present were Major Phillips, Capt. Collinson and Lt. Carne.

(R.C. Championship.

By defeating Mr. Lay in the challenge round of the Chinese Recreation Club Tennis Championship played on Thursday, Mr. Ng Sze-kwong has won for the third time and outright the cup presented by Mr. Wong Pik-chun. Mr. Ng has won the Club's Championship for the tenth year in succession.

CORRESPONDENCE.

(To the Editor of the Hongkong
Telegraph.)

Poppy Day.

Sir,—I beg the favour of insertion of this appeal for volunteer helpers for the Poppy Drive to be held in connection with Armistice Day Remembrance.

Poppy Day is held once a year in aid of Earl Haig's Fund for Ex-service men, of all services and ranks and their dependants.

The appeal is made through the world wherever British communities are to be found and the whole of the money collected in Hongkong since 1914 is sent home for the alleviation of distress in the Home Country.

That the need for our help is urgent this coming winter as it has ever been the accounts of unemployment and countless tragedies reported in the home side paper only too definitely confirm.

Last year Hongkong gave a wonderful response to Earl Haig's Appeal and this year it is hoped their efforts to do their bit for the men who did theirs in 1914-18 will be even more successful.

To ensure success a large number of ladies and young girls are required to sell poppies on Poppy Day and the sub-committee appointed by the Committee of the British Legion to organize the Drive appeal for lady helpers. Names should be sent up to the undersigned so that definite arrangements may be made and the fullest advantage taken of all offer of help—Yours etc.,

D. L. HALL,
Far Poppy Day Sub-Committee,
Hongkong, 19th Oct., 1923.

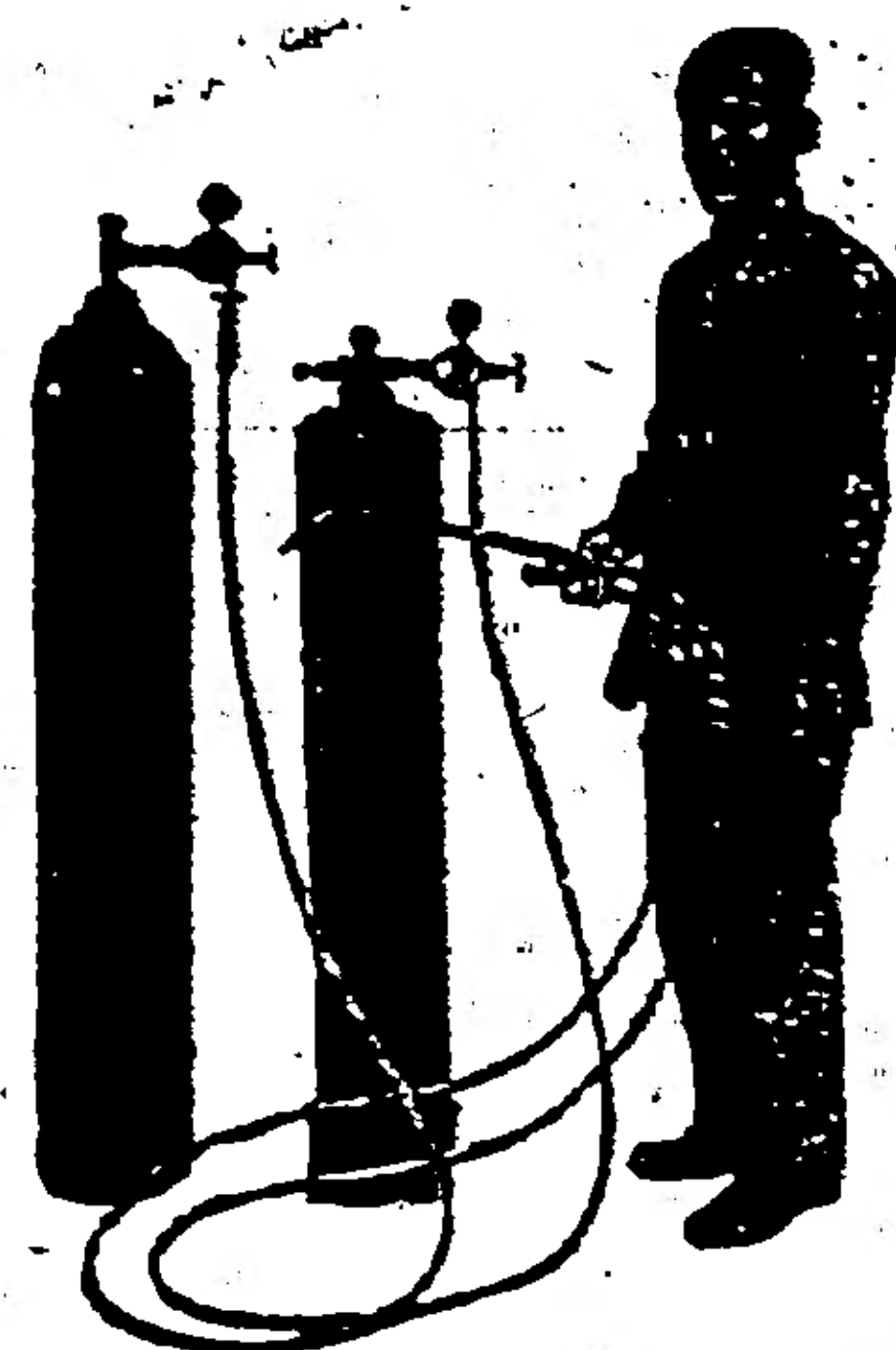
**Safety
Last!**

THE VICTROLA

is Superior,
we can guarantee by
"demonstration"
MOUTRIE'S S. S. Agents.

S. O. A. E. O.

**THE FAR EAST OXYGEN & ACETYLENE
COMPANY, LIMITED**



Dealers and Manufacturers of
Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxygen.

Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voeux Road, Central.

2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks



**BROADCASTING
DAILY AT
6 P.M.**

GEOPHONE
RECEIVING
SETS ARE
SOLD AND
INSTALLED
BY THE
HONGKONG
HOTEL
ELECTRICAL
DEPARTMENT.

**BUT
BE
SURE
IT
IS
A**

GEOPHONE

AN OPPORTUNITY TO SAVE MONEY

**SINCERE'S
GREAT SALE**

NOW ON

**COME EARLY AND PROCURE THE SEASON'S LATEST
AND BEST GOODS AT REALLY BED-ROCK PRICES.**



NEW ADVERTISEMENTS.

WANTED.

EUROPEAN lady occupying small flat desires to meet another lady with a view to sharing. Apply Box No. 1013. "Hongkong Telegraph."

WANTED.—Board Residence with Private family (English) please write Box No. 1007 c/o. "Hongkong Telegraph."

WANTED.—Experienced Shorthand Typist to start work immediately. Apply Box No. 1010 c/o. "Hongkong Telegraph."

WANTED.—Good Second hand Piano and Gramophone. Particulars and price to Box No. 1011 c/o. "Hongkong Telegraph."

TO BE LET.

TO LET: Godown at Kennedy Town. Apply H. M. H. Nomen, Prince's Building.

TO LET.—Modern European House, with Garden at No. 5, Peace Avenue Homantin, can be occupied immediately. For particulars, apply Box 455 "Hongkong Telegraph."

TO LET.—High-class RESIDENCES (East View Buildings), opposite "Sai Fui Terrace," Nathan Road, Kowloon, three-bedroomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars, apply to Mr. Liu Chik, No. 14, Queen's Road Central.

FOR SALE.

FOR SALE.—Moutrie Piano in excellent condition. Price \$350. (Cost \$510, new in 1922). Owner leaving Colony. Apply Box 1012 c/o. "Hongkong Telegraph."

LOST.

LOST.—Yale Key. Will kindly please return to this office.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS

THE Second Ordinary Annual Meeting of Shareholders in the above Company will be held at Company's Town Office, 2 Lower Albert Road, Hongkong, on MONDAY, 29th day of NOVEMBER, 1923, at 10 a.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1923.

The Transfer Books of the Company will be closed from 20th October to 5th NOVEMBER 1923, both days inclusive.

By Order of the Board of Directors.

M. MANUK, Secretary.

Hongkong, 19th Oct., 1923.

NOTICE.

DUE to arrive in Hongkong, about October the 25th, per S. S. "Donholm," a large shipment of live stock, Milch Cows, Horses and Dogs, to the order of J. Noble, Kaitian Dairy Farm, Shanghai. For particulars, prices and permission to inspect, please apply to Mr. D.C.G. Phillips, in charge.

J. NOBLE, Importer.

ASSOCIACAO PORTUGUESA DE SOCORROS MUTUOS.

DIRECCAO, festejando o decimo aniversario da sua fundacao, tem a honra de convidar a Comidade Portuguesa para assistir a solene distribucio de premios aos alunos da Escola de Portugues que se realizara na Sede desta Associacao, Club Lusitano, no dia 21 do corrente as 16 horas e para o cha dançante depois daquele acto.

JANUARIO DE ALMEIDA, Secretario.

Hongkong, 20 de Outubro de 1923



ONE NIGHT ONLY
MONDAY, October 29th.

GRAND VIOLIN RECITAL

JASCHA HEIFETZ

The World-renowned Violinist
Booking opens at Moutries on Monday October 15th.

Priced: Stalls & Circle \$5.00
Unreserved: \$4.00 and \$3.00

NAVY LEAGUE BALL.

Under the Patronage of Admiral Sir Arthur Leveson K.C.B. (In aid of War Charities)

Will be held at

THE CITY HALL

on

FRIDAY, 2nd November 1923

at 9.30 p.m.

Tickets \$5 each. Obtainable from the Ladies' Committee, Moutrie's Anderson's and The Engineer's Institute.

A DANCING.

PALACE HOTEL KOWLOON.

The Band of
H.M.S. "DIOMEDE"

will play at the
ABOVE HOTEL.

on SATURDAY, the 20th inst.
DANCING 9.15 p.m.

THE HONGKONG JOCKEY CLUB.

THE Fifth Open House Meeting will be held on Saturday the 10th and Monday the 12th November 1923, weather permitting.

Draw Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries will close on Saturday 27th October 1923.



WE shall be pleased to submit designs for any special work.

ARCHITECTS' DESIGNS
CARRIED OUT IN DETAIL

FITTINGS FOR EVERY
PURPOSE IN STOCK

ELECTRICAL DEPT.:
THE HONGKONG HOTEL
COMPANY LIMITED.

GREEN ISLAND CEMENT
COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers
Hongkong.

THE HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on Wednesday, the 31st day of OCTOBER, 1923 at 11.30 o'clock in the forenoon for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, namely:

That the name of the Company be changed to
"THE HONGKONG AND SHANGHAI HOTELS, LTD."

SHOULD THE ABOVE RESOLUTION be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting to be held at the Hongkong Hotel, Pedder Street, aforesaid on Saturday, the 17th day of NOVEMBER, 1923, at eleven o'clock in the forenoon for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 16th day of October, 1923.

By Order of the Board,
WALTER J. HAWKER,
Secretary.

A permanent roofing at a price
competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated
cement— asbestos —

ROOFING

The Inspecting Engineer to the Crown
Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

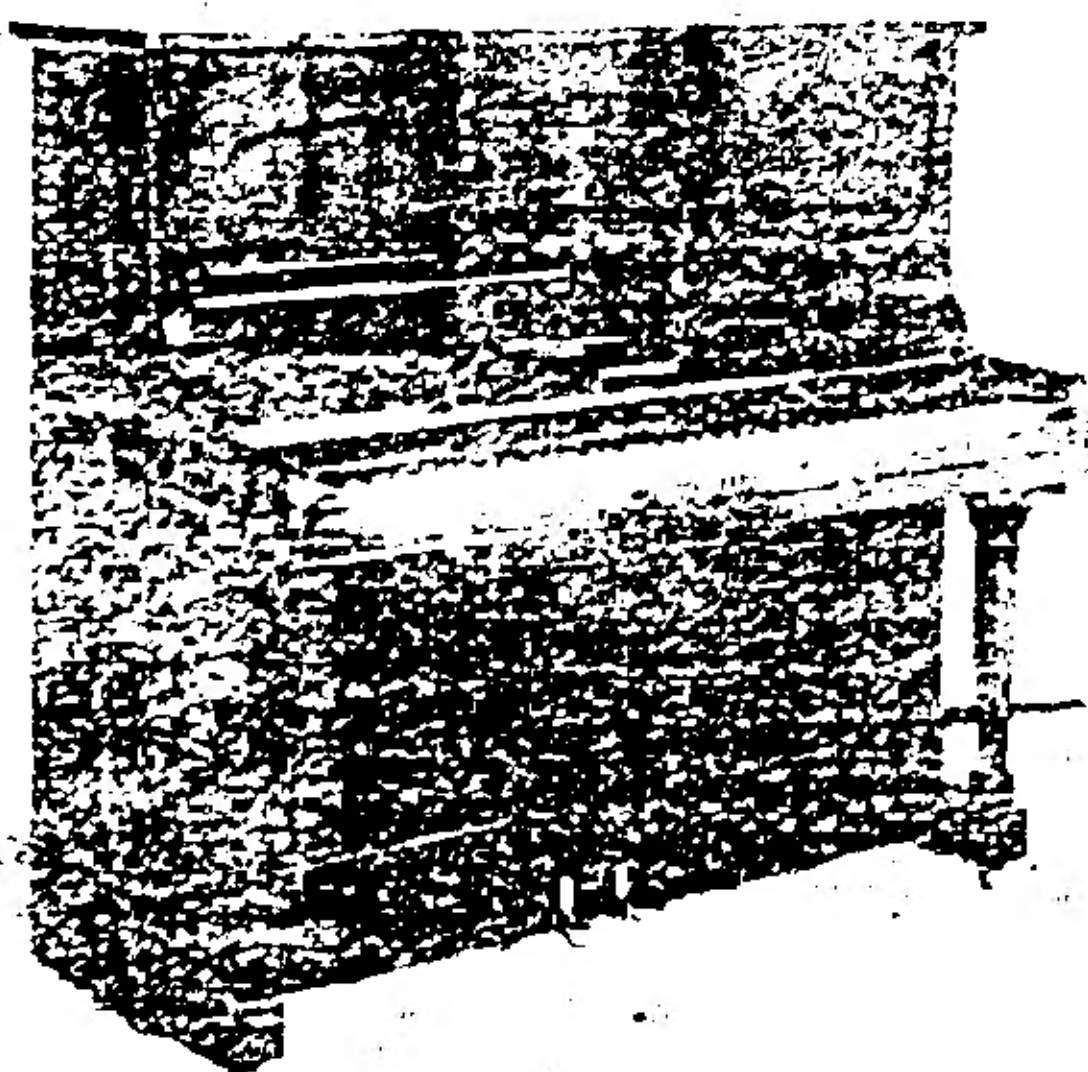
Delivered or fixed in any quantity anywhere.
Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.
HONGKONG & CANTON SOLE AGENTS

MORRISON PIANOS.

Guaranteed for Seven Years



Built to Suit This Climate.

TSANG FOOK PIANO CO.

Telephone No. 2127. 94A, Wanchai Road.

MASSAGE HALL

MRS. S. UZUNOYE,
Expert Masseuse
37 Queen's Road Central
2nd Floor

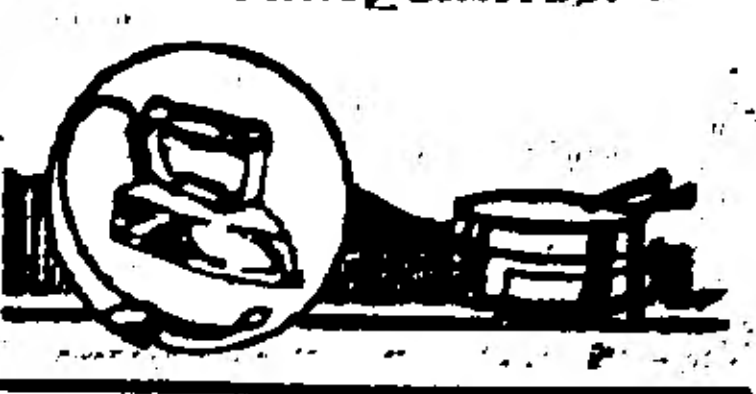
H.I. safety last!



You get the best of
EVERYTHING
ELECTRICAL
Backed by expert advice
at the

ELECTRICAL DEPT.:

of
THE HONGKONG HOTEL
COMPANY, LIMITED.



FORTHCOMING AUCTION SALES.

Lammert Bros. Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

Thursday the 25th. Oct. 1923
commencing at 5.15 p.m.
at their Sales Room, Duddell Street.

A Valuable Collection of
Postage Stamps

Catalogues will be issued
On View from Wednesday the 24th. October 1923

Terms—Cash on Delivery
LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instruction from Mrs. G. A. Sachsé to sell by Public Auction on

Tuesday the 23rd. Oct. 1923
commencing at 2.30 p.m.
at "Kingsclere," Kennedy Road

A Quantity of Valuable Household Furniture

Catalogues will be issued.
On View from Monday the 22nd. October 1923.

Terms—Cash on Delivery
LAMMERT BROS.
Auctioneers.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES
Every Tuesday Thursday
& Saturday

At 2.30 p.m.

Specialist in the Valuation of
Household and Office Furniture

DA ROCHA'S MART.
2 A, D'Aguilar St. Phone 2931

NOTICE TO CONSIGNEES.

Vereenigde Nederlandsche
Scheepvaart-Maatschappij
(United Netherlands Navigation Company)

Holland-oost Azie Lijn.
(Holland-East Asia Line.)

From Amsterdam, Rotterdam,
Hamburg and Bremen.

The Steamship,

"OUDERK"

having arrived from the about ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and or from the wharves delivery may be obtained.

Goods not cleared by the 27th. October, 1923, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 26th Oct., 1923 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN.
General Agents.

NOTICE.

OUR late Postmaster General, Mr. S. B. C. Ross, O.B.E., insured with us in Hongkong less than three years ago.

Steps have already been taken to expedite payment of the claim in London, where Mr. Ross died a few days ago.

THE SUN LIFE ASSURANCE CO. OF CANADA.
F. M. WELLER,
Manager.

15, Queen's Road C. Hongkong

MESSAGE

Mr. N. AKAJI
Mrs. E. AKAJI

Graduate of Tokyo massage School
No. 8 Queen's Rd. C. Phone

JAPANESE EARTHQUAKE.

We have over 100 views of
damage at Tokyo and Yokohama
on sale.

MEE CHEUNG

Ice House Street, & Beaconsfield
Arcade.

RADIO—MAGNAVOX Loud
Speakers and Amplifiers.
Batteries, Insulators,
Crystals, Aerial Wires,
and all other parts.
DE SOUSA & CO., LTD.,
St. George's Bldg., 2nd Floor.
Tel. No. Central 1264.

JAPANESE EARTHQUAKE
DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places:

Hongkong General Chamber of Commerce.

Hongkong & Shanghai Banking Corporation.

Chartered Bank of India Australia & China.

Mercantile Bank of India.

International Banking Corporation.

Netherlands Trading Society.

Yokohama Specie Bank.

Hongkong Club.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order

D. K. BLAIR,
Secretary,

Hongkong Relief Committee.

Hongkong 10th September, 1923.



T. NAKAO

Japanese Shoe Expert.
TORTOISE SHELL BOXES
and CASES A SPECIALTY.

Astor House Hotel Building.
Queen's Road Central.

THE HONGKONG HOTEL Co., Ltd.

ARE

BROADCASTING

FROM THE

Hongkong Hotel

THURSDAY, NEXT AT 5.45 p.m. ON 450 METERS.

Geophone Receivers and Loud Speakers
are being installed at the following Centres:

REPULSE BAY HOTEL

"HONGKONG TELEGRAPH"

VOLUNTEER HEADQUARTERS

(FOR RADIO SOCIETY)

PEAK CLUB

(FOR MEMBERS)

INSTITUTION OF ENGINEERS
& SHIPBUILDERS

(FOR MEMBERS)

HEAR THIS DEMONSTRATION.

C. E. WARREN & CO. LTD.

SANITARY ENGINEERS
& MONUMENTALISTS.

Offices & 98A, WANCHAI RD.
Kowloon
Tel. No. 559. HONGKONG.

Just Received a New Stock of
4'0" & 4'6" Porcelain Enamelled
Baths.

Larger Sizes in Stock

6' x 3' WHITE GLAZED TILES.

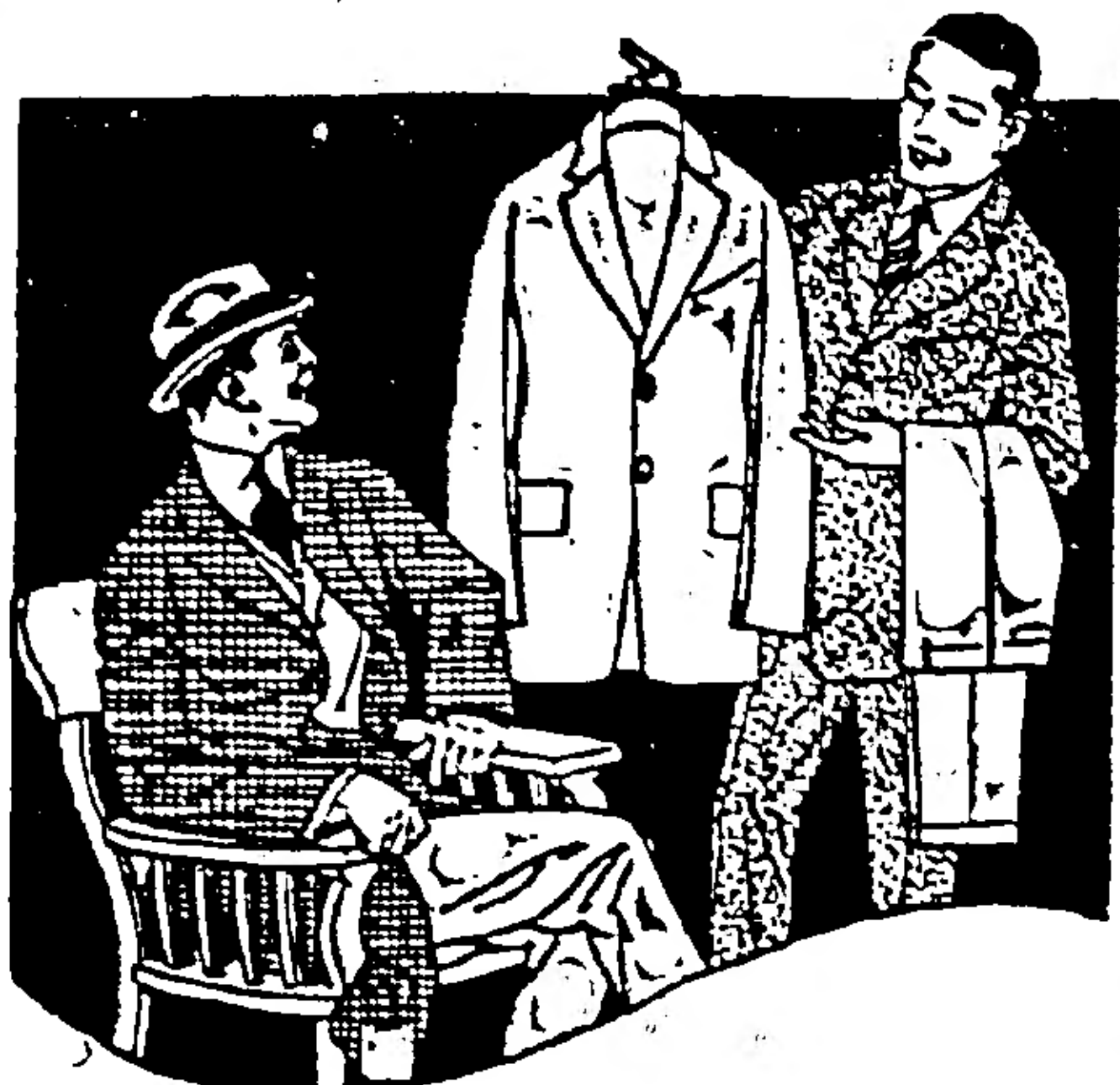
6' x 3' & 6' x 2'.

WHITE GLAZED GAPPINGS.

All kind of Builders
Requisites in stock.

Estimates free for all Sanitary
Installations and Monumental
Work in Italian Marble—H.K.
Granite.

ARTIFICIAL WREATHS IN
STOCK.



**"No Sir, It's Not New—
Merely Dry Cleaned by the
STEAM LAUNDRY CO.**
HEAD OFFICE & WORKS, YAUMATI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street Tel. C. 1279.



EVERY MAN WHO VALUES HIS APPEARANCE
CANNOT DO BETTER THAN SECURE
ONE OF OUR

EXCLUSIVE SOFT HATS

BY THE WORLD'S LEADING FASHION EXPERTS
IN MEN'S CORRECT HEADWEAR.
OUR DISTINCTIVE STYLES ARE SURE TO GIVE
ENTIRE SATISFACTION. COME AND "LOOK
OVER" OUR FINE RANGE WHICH INCLUDE

**STETSON'S,
BATTERSBY'S,
JOSEPH. E. WARD'S,
& HARDEMAN'S,**

EXTRA QUALITY HAT'S.

PRICES FROM \$6.50 to \$45.00.

The SINCERE Co., Ltd.

OUR RADIO BOX.

Wireless as a Rainmaker.

Writing recently to "The Nation and the Athenaeum" from Mossel Bay, South Africa, Mr. W. G. Murray states:

"I have noticed on several occasions that when a third powerful Marconi station has been established, heavy rainfall has occurred in the area of maximum disturbance between the three points, and I am of opinion that in the very immediate future droughts will be broken by wireless waves issued from three or four transmitters at distances of 500 or 600 miles apart, such transmitters being of sufficient power to jam all other wireless waves for the time being." Commenting on this, Sir Kenneth Mackenzie says:

Many people seem to be under the impression that the rapid spread of wireless is really affecting the weather, and even blame it for the terrible thunderstorms we had over a great part of the Eastern portion of England during the night of July 9th last. That such is the case is very doubtful, but conversely, the temperature of the atmosphere does seem to affect broadcast transmission, vide the experiments now being made of increasing the wave-length to get better results during the hot weather.

The subject is not only of great interest, but of very great importance, when it is remembered what enormous benefits would result if it were possible to break up droughts of such duration and extent as now cause widespread famines, with their consequent terrible loss of life and property. There has not yet been time to acquire sufficient data, nor has any transmission on such a scale been attempted, but it is in such a way as to be a decided opinion to be formed. When it has, without doubt, meteorologists will be able to study the effects, and with the help of radio engineers arrive at a conclusion one way or the other.

When there is a drought, the barometric reading is high whatever the temperature may be, showing a heavy state of the atmosphere. When the air is moist, the barometer indicates a lower pressure and a lighter atmosphere. Independently of whether the temperature is high or low at the time. Based on these facts are the rather misleading weather conditions generally marked on both meteorological and inland barometers sold to the public, such as "Very dry," "Fair," "Change," "Rain," "Stormy," etc., which are omitted from the scientific instruments used in meteorological stations.

When the reading is low, it is due to the fact that condensation of the air is in the atmosphere has taken place, and precipitation has begun, thus reducing the atmospheric pressure proportionately to the amount of precipitation either as mist or rain. The amount of moisture is measured by the hygrometer, an instrument consisting of wet and dry bulb thermometers, whose different readings determine the "dew point" or amount of saturation.

Now, although the atmosphere may appear to be perfectly dry, as in the case of a drought, in ac-

ture is still present, but in a state closely resembling that of superheated steam which every engineer knows as "dry steam." The molecules of moisture being probably in the same electrical condition as the atmosphere, i.e., either both positive or both negative, repel one another, and condensation cannot take place nor precipitation result until these electrical conditions have altered. All, therefore, that would be required is to disturb the electric balance of the atmosphere over the area where rain is needed so as to cause the molecules to attract one another, condense, and ultimately fall as rain.

Mr. Murray argues that, as Hertzian waves can act on the electrons of crystal detectors over distances of thousands of miles needing but a very small fraction of the power emanating from their source, there should be no reason why they could not be used for the purpose of affecting the atmosphere electrically and the moisture in it so as to produce the necessary condensation and thus cause rainfall.

There may be something in the idea, especially if the instances he quotes of rain falling were due to the radio installations mentioned. But with the powerful wireless stations erected, and being erected all over the world, it should be possible to investigate the matter, carry out exhaustive experiments, and come to some definite decision one way or the other. If wireless can really be utilized for such purposes, no outlay would be too great to preclude its adoption where necessary, in view of the enormous benefits which would result.

It is not generally realized how serious are the problems of drought which have to be faced abroad, nor the important effects that solution of the problems would have upon our food supplies.

AN IDEA.

About a dozen small flash-lamp batteries connected in series make quite an efficient H.T. battery. They have the advantage over the made-up type that any defective cell may instantly be replaced. Should you use this method for your H.T. supply, an old bicycle inner tube comes in very useful. This should be cut up into strips about the same size as the batteries and sandwiched between each. It is important that the cells should be kept in a dry place free from any damp.

THE EARTH CONNECTION.

This is one of the most important parts of what is known as the "aerial system." One of the best and most easily obtainable earths is the water-pipe, as described in another article in this issue. If, however, the amateur is able to carry a wire of not longer than some 3 or 4 yards to fairly moist ground, this method is to be preferred. An old biscuit tin or zinc bath, or a length of metal tubing buried three or four feet down in the ground will prove very efficient.

A thick wire which need not be insulated, should be used for the lead from the buried metal or water-pipe to the set. This should always be as thick and as

Kinks O' The Links

Question: Smith conceded Jones a bisque of six strokes. As I understand it that gives Jones the right to use the handicap of six strokes at his option. Is it permissible for Jones at the close of the match to apply these strokes to the best possible advantage or must he declare his intentions regarding the taking of these strokes?

Answer: A player, when he receives a bisque, cannot wait until the match is over and then use them to the best possible advantage. It is necessary for him to declare his intention to take them as the match progresses.

Question: A player, on reaching his ball, finds it is in a rut in the rough, making a very bad lie. He is uncertain as to how he should play his next shot. The rut extends a considerable distance down the course. Is it permissible for a player to go some distance from where his ball lies and try a practice shot in order to get the action of the club in striking the rut?

Answer: A player has no right to take such a practice shot in order to get a line on the best way to get out. The penalty for so doing would be loss of the hole in match play, and a two-stroke penalty in medal play.

Question: In what year did Robert Gardner of Chicago play Cyril Tolley in the finals for the British amateur championship and what was the outcome of the match?

Answer: Gardner was runner-up in 1920, losing after 37 holes. The play was at Muirfield, Scotland.

Question: How many years ago did Francis Ouimet beat Ray and Vardon, the two British pros, in the play-off of the tie for the United States open title? How old was Ouimet at that time?

Answer: Ouimet won the championship in 1913 by beating Ray and Vardon, just ten years ago. Ouimet, at that time, was 29 years of age.

short as possible. A large expanse of metal roofing can be used as an earth. Solder the lead to the earthing point if possible.

IDEAL BROADCASTING PROGRAMME.

In the £500 competition held by Wireless Review and Science Weekly, the following programme was voted for by the 2,000 old entrants:

Children's Stories.
Wireless Orchestra Overture
"Poet and Peasant."
Tenor Solo, "Songs of Anaby."
Lecture of interest to women.
News Bulletin.
Selection from popular musical comedy.
Orchestra Selection, "The Mikado."
Entertainment by vocal humorist.
Orchestra Selection, "William Tell."
Special Opera Transmission.
Piano Solo, Chopin Polonaise in A.
Violin Solo, "Valse Caprice" (by Kreisler).
Dance Selections.
Comic Song.
Soprano Solo, "Down in the Forest" (Landon Ronald).

PARIS BROADCASTING RIGHTS.

A movement has begun on the initiative of M. Homburg, a Paris barrister, for the promotion of an international committee to protect authors and artists whose interests are affected by broadcasting. The two principal questions to be studied relate to artistic and literary rights and authors' royalties. It is contended that new laws are necessary to safeguard such rights.

BEST WIRELESS EQUIPPED SHIP.

The s.s. "Leviathan," which is probably the best wireless equipped ship in the world, is fitted with three different transmitting and receiving sets. The transmitters and receivers can be operated simultaneously without interference. The most powerful transmitter is a 5-kilowatt C.W. set provided with water-cooled valves, and having a range of about six thousand miles.

COLONEL'S TRAGIC DEATH.

Colonel Arthur Herbert Kenney, who was found with a gunshot wound in the head, was the subject of a Brighton inquest last month. A verdict of suicide while temporarily insane was returned, the coroner remarking that it was a sad end to a distinguished military career.



COMPLETE SETS OR PARTS

ALL MATERIALS IN STOCK INCLUDING HEAD SETS
"A" & "B" BATTERIES.

COMPLETE SET OF PARTS TO MAKE UP A THREE
VALVE SET. ALL IN ONE CABINET
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It is the purest of Contrexeville Waters and is the one which answers best to the prescriptions of hygiene. It is indicated for the treatment of ARTHRITIS, GRAVEL, DIABETES and DISEASES of the LIVER. (Taken plain on an empty stomach or with meals it produces marvellous results.)

Natural Waters of Evian
Les-Bains, (France)

The most agreeable luxury Table Water.

Eaux Naturelles (Evian)

Obtainable only at

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HOPITA & GRANDE GRILLE DIGESTION NUTRI-
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Tel. Central 236.

THE HUMAN ZOO

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Why some women prefer dogs.

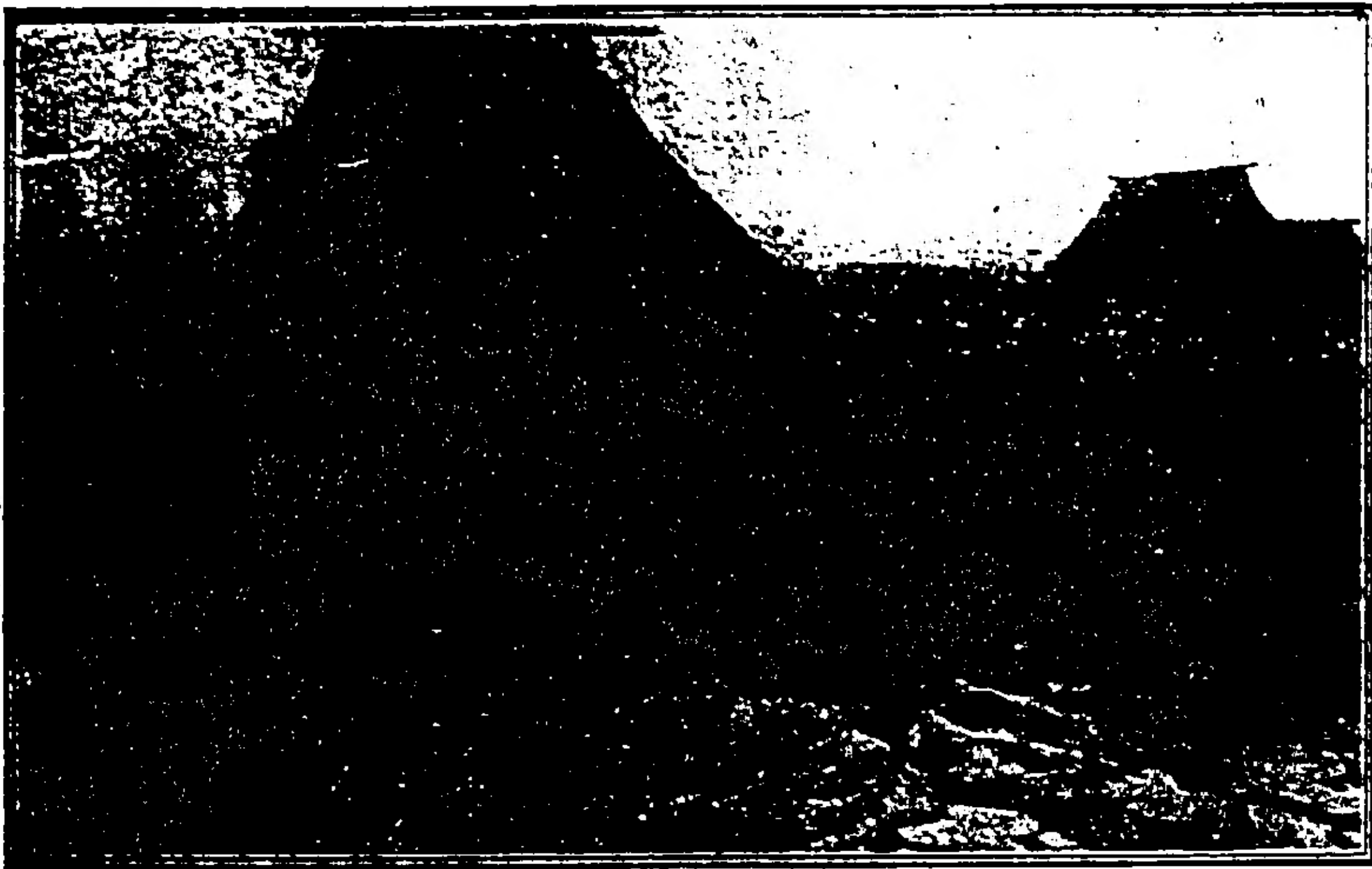
Hongkong Telegraph

By Special Arrangement with the Third Asiatic Expedition.

EXCLUSIVE
PHOTOGRAPHS
TO THE
HONGKONG
TELEGRAPH.

SATURDAY, OCTOBER 20, 1923.

Giant Dinosaur's Eggs Discovered After 10,000,000 Years



RECORD FIND OF FOSSILS

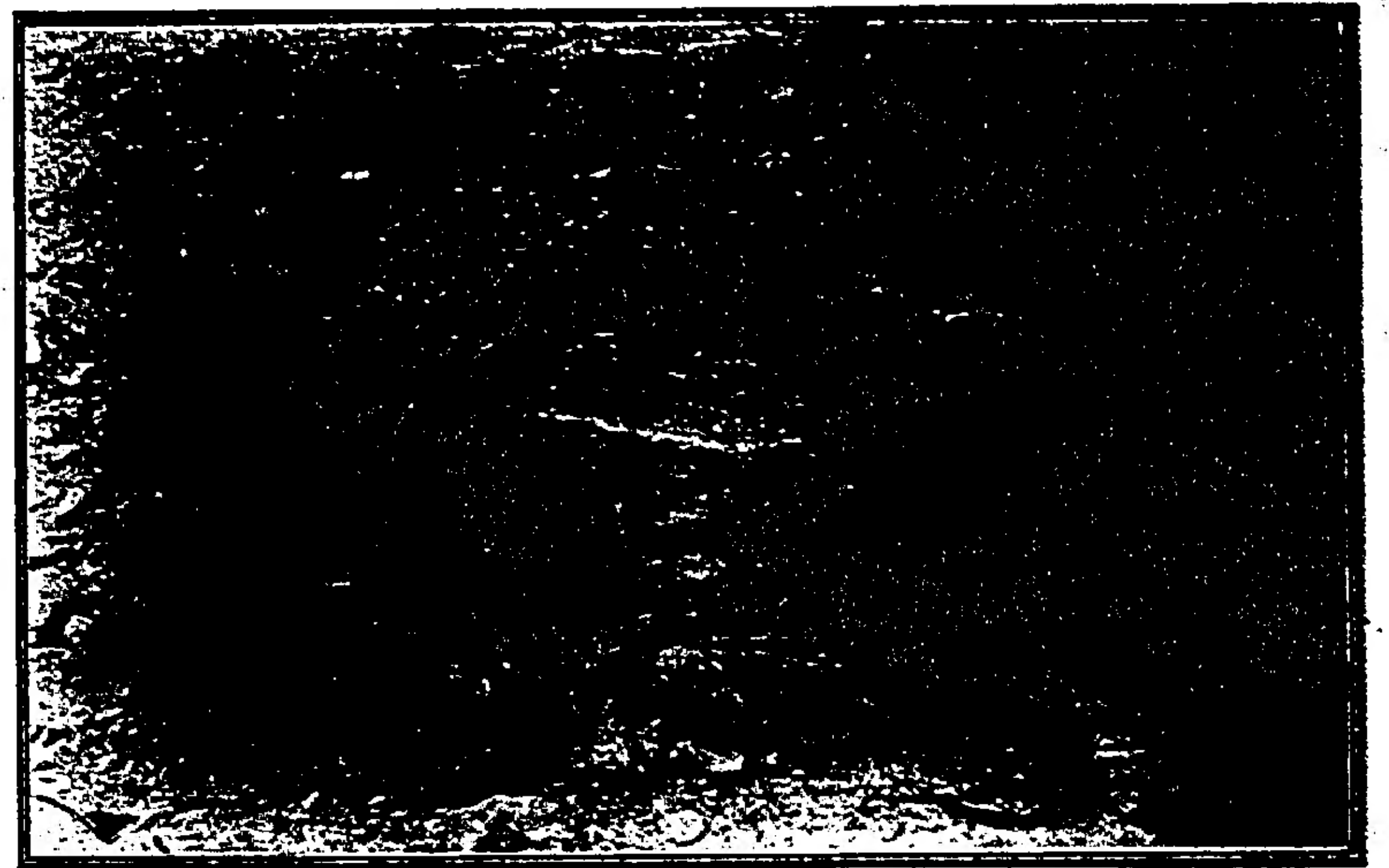
The expedition made the world's greatest find of fossils, which will be shipped to America. Our picture shows some of the finds wrapped up ready for packing in empty gasoline cases for shipment.

Skeletons Of World's Greatest Land Animal Unearthed In Mongolia By Third Asiatic Expedition.



PALEONTOLOGICAL JAZZ

Dr. Walter Granger, paleontologist to the expedition, mixes a little jazz diversion with his search for dinosaurs. A gramophone was one of the valuable implements of the expedition. Dr. Granger is seen giving the Mongols a desert concert.



TEN-MILLION-YEAR-OLD EGGS

China has a reputation for old eggs, but these eggs, laid somewhere about ten or twelve million years ago, take the laurel. They can be seen in the bottom right-hand corner. If these had been hatched a few more healthy dinosaurs would have roamed about the Mongolian uplands. From just above the spot where the eggs lie was found the complete skeleton of a dinosaur.



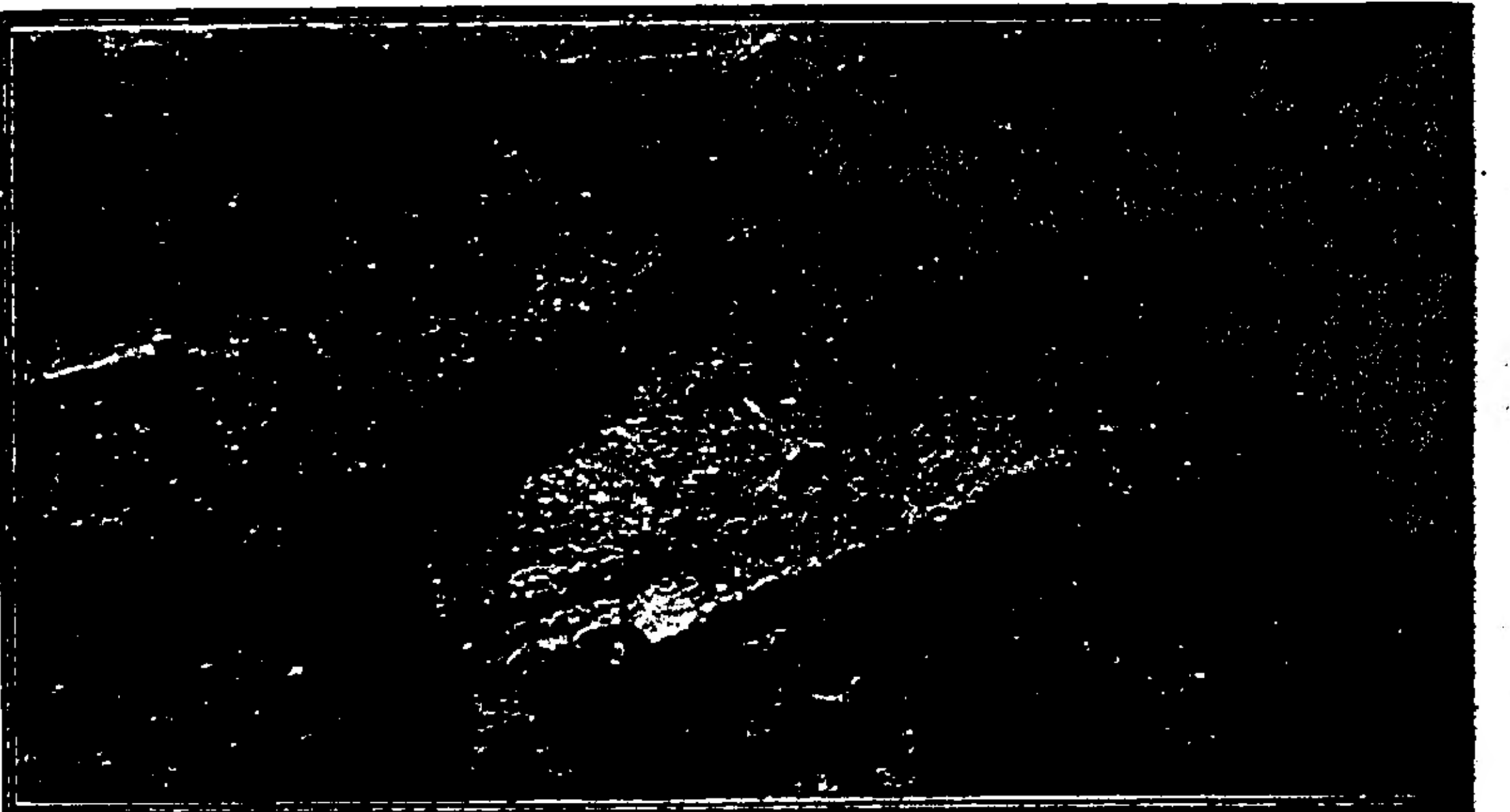
PROFESSOR OSBORN AMONG THE MONGOLS

Nine Mongols formed part of the Third Asiatic Expedition, which explored the Mongolian uplands. Professor Henry Fairfield Osborn, President of the American Museum of Natural History, who played a large part in the expedition, is seen with the family of one of the Mongol assistants.



TITANOTHERE SKULL FOUND

"Buckshot," one of the Chinese collectors, is removing a Titanotheres skull, under the supervision of Professor Osborn and Dr. Granger.



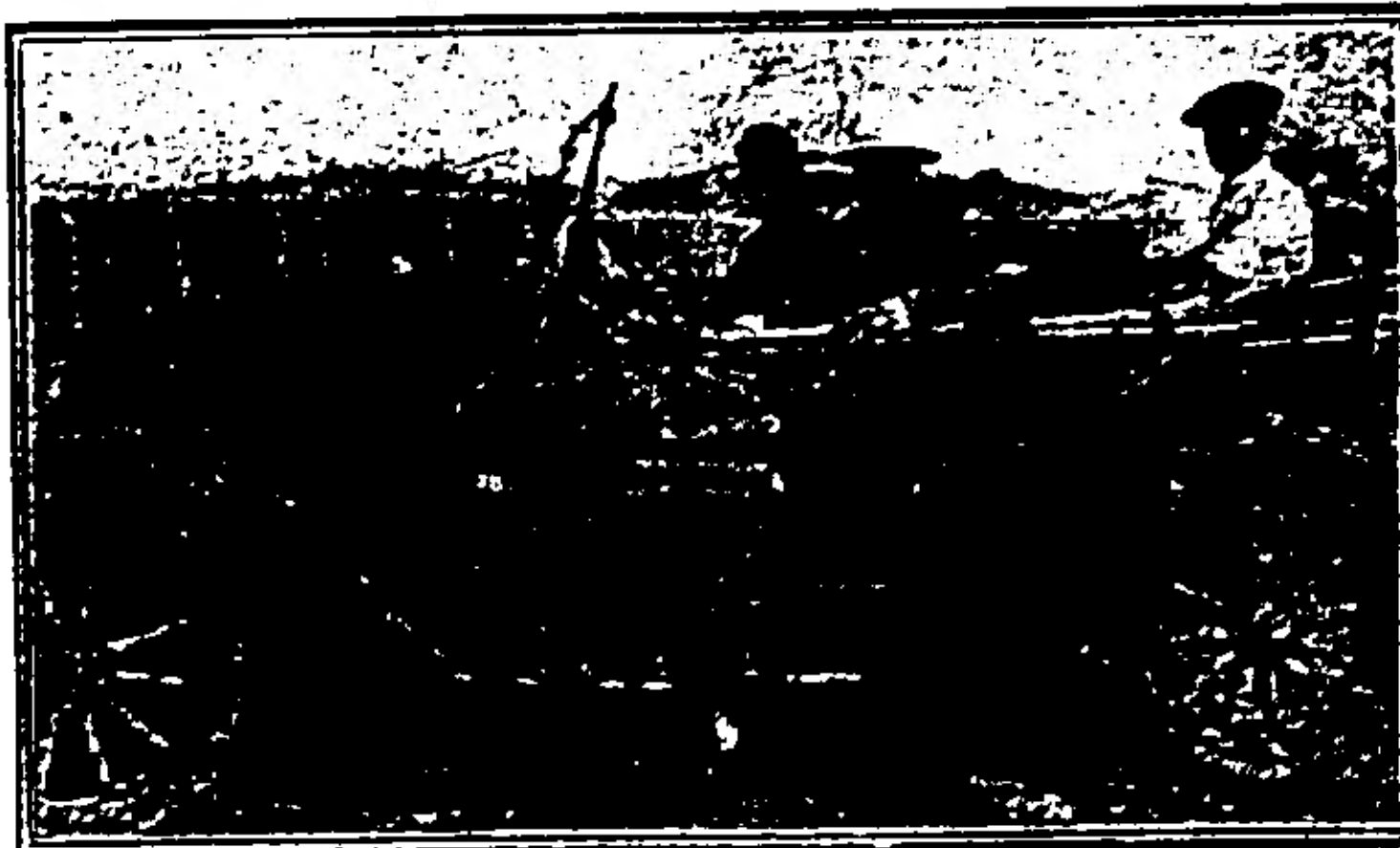
MILLIONS OF YEARS AGO

The expedition found twelve complete dinosaur skeletons and 72 dinosaur skulls, which constitute the world's record find of fossils. In the picture may be seen the leg bone of one of these giant animals which roamed Mongolia millions of years ago.



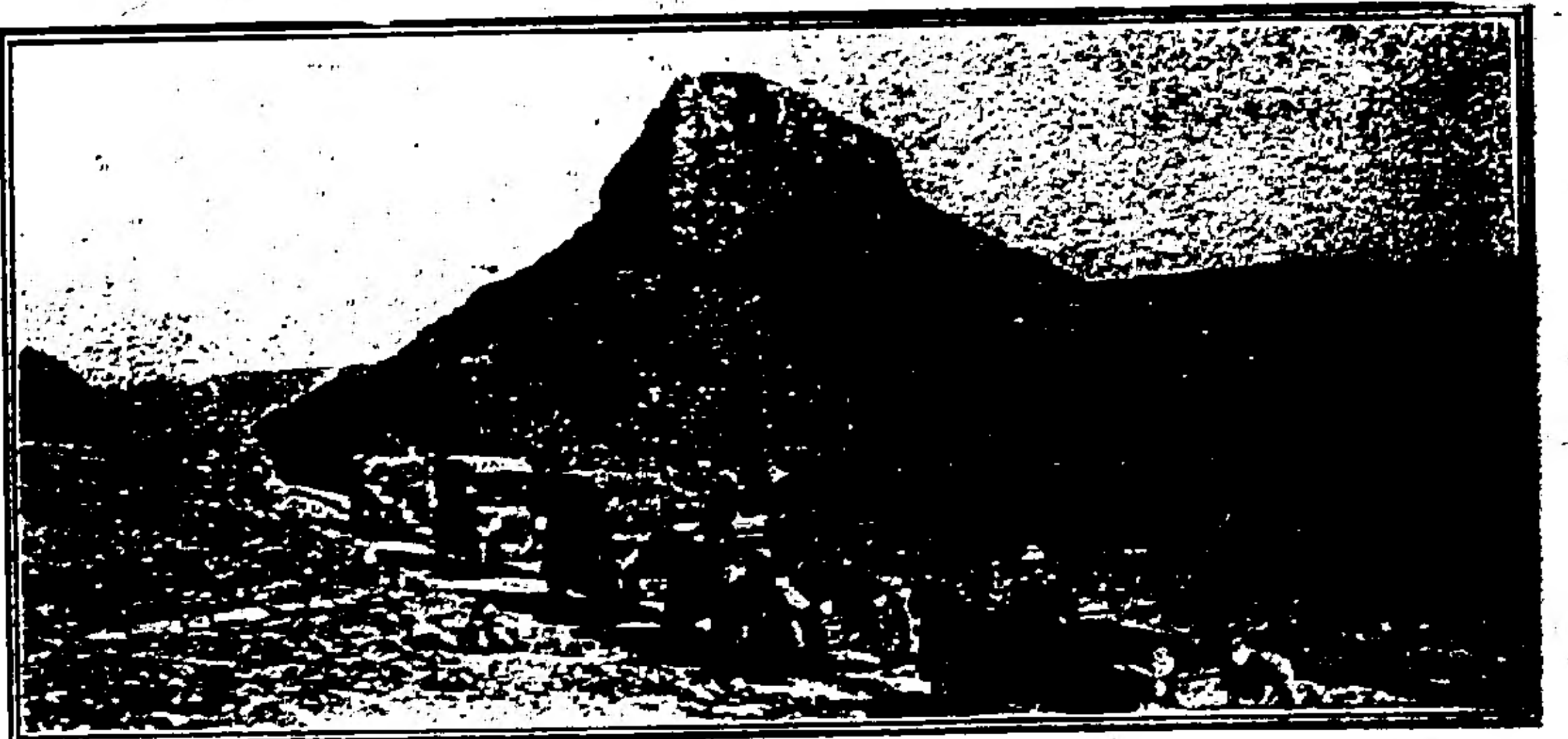
SKULL OF DINOSAUR

This is not a piece of granite but just the skull of a dinosaur on which Dr. Granger is working, preparing it for shipment to America. Seventy-two of these skulls were found.



BY MOTOR CAR TO MONGOLIA

Motor cars carried the expedition from civilization into the wilds of Mongolia. Professor Osborn and Roy Chapman Andrews, the leader, are shown ready to start with their equipment strapped to the side.



EXPEDITION ON THE MOVE

After five months in the Gobi desert the Third Asiatic Expedition returned with the most valuable find ever made. The expedition's fleet of cars is shown filing through a pass near Kalgan on their way back.



THE EXPEDITION'S CAMP

Our picture shows the expedition's camp at Erhlien. Professor Osborn is talking to Frederick K. Morris, geologist and topographer.



REMOVING DINOSAUR SKELETON

Twelve skeletons were found by the expedition. The experts are shown removing the skeleton of a dinosaur. The vertebrae are plainly visible in the centre of the picture.



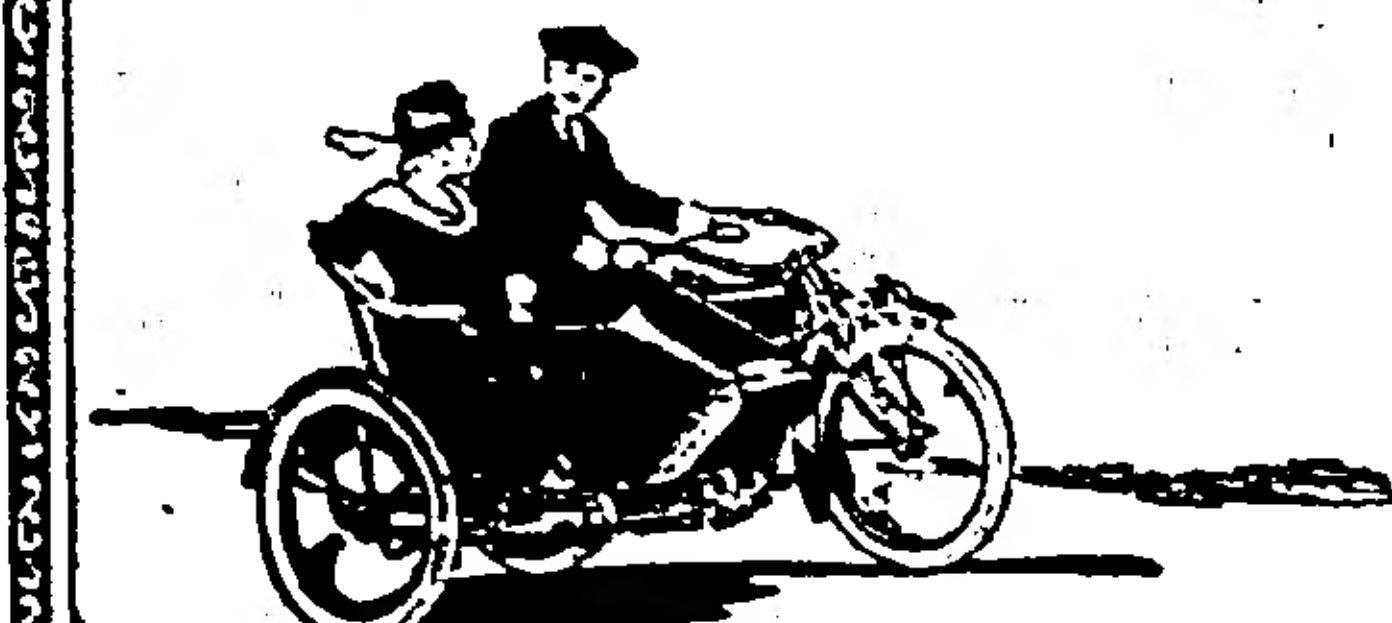
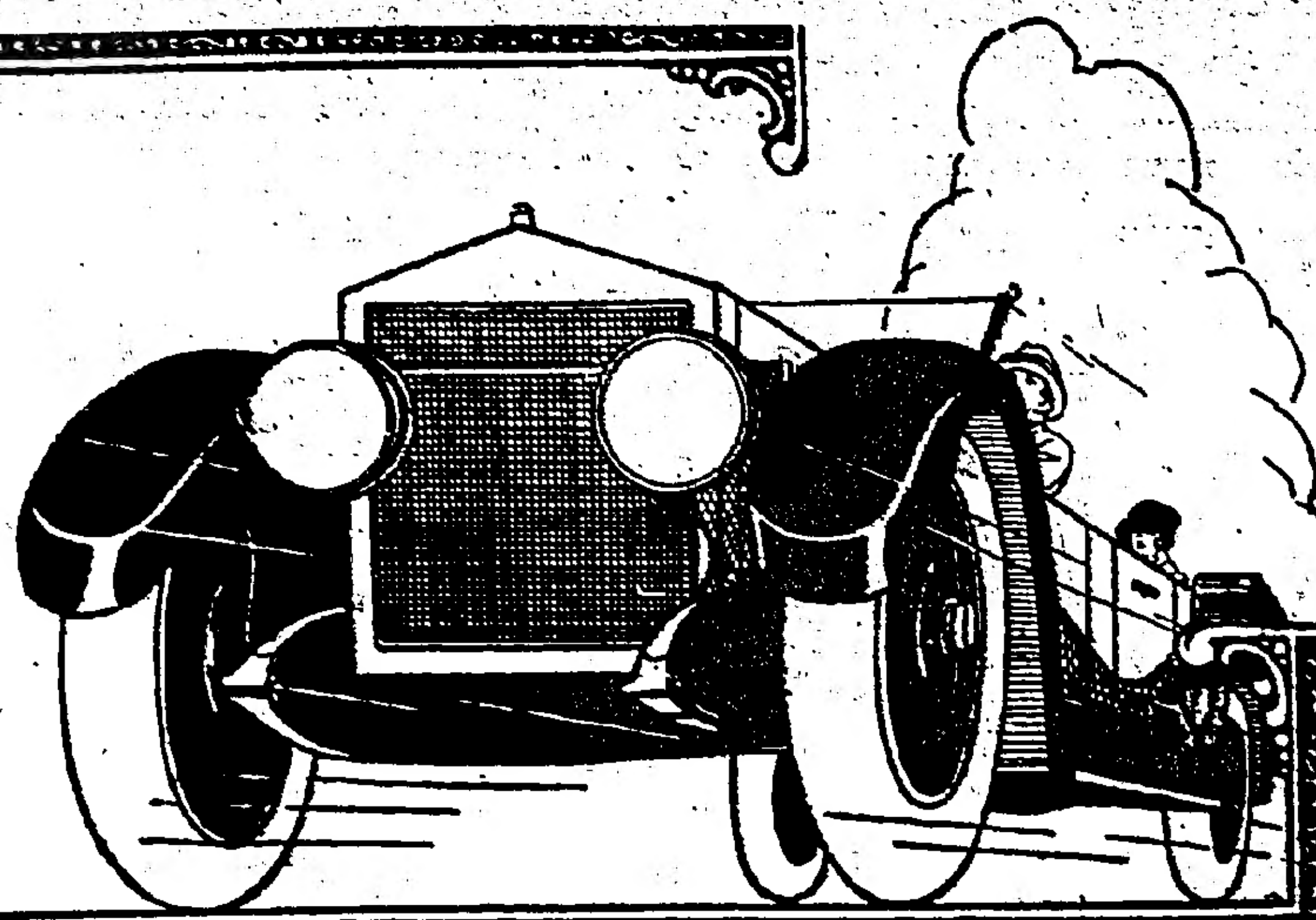
LEADERS OF THE EXPEDITION

The leaders of the expedition are shown in the picture. From left to right they are Professor Osborn, President of the American Museum of Natural History, Mr. Roy Chapman Andrews, leader, and Dr. Walter Granger, chief paleontologist. They are standing above a pit in which a great number of dinosaur bones were discovered.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
Saturday, the 20th. October, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The Motor Gymkhana on November 3 promises to be one of the most attractive social events of the year, providing, as it will, ample scope for fun and thrills for competitors and spectators alike. If the Clerk of the Weather smiles (and the committee certainly expect him to) the function will give ladies of Hongkong an unequalled opportunity to display the latest models from Paquin etc. in addition to which there is the enjoyment to be derived from such a thoroughly sporting afternoon.

In the first place, sincere thanks are due to the Committee of the Hongkong Football Club, who kindly placed the ground at the disposal of the organisers of the Gymkhana. This public-spirited generosity will be much appreciated. It is rather in contrast to the attitude adopted in some quarters.

The events are calculated to maintain the interest of the crowd throughout the afternoon. "Balloon bursting", for example, will certainly be funny. As far as we understand it, a balloon is tied to the chassis by a piece of string, and upon the signal to go, the competitor wanders about in circles in his car trying to burst it.

"Tilting the Bucket" for combinations and solos requires quite an amount of skill, if a ducking is to be averted. A receptacle for water is fastened on the top bar of a gallows sort of arrangement, under which is a board with a small hole in the centre. All the competitor has to do is to place his lance through the hole; failing this, he knocks the bucket off the balance, to the delight of spectators and discomfort of himself.

Several local motoring enthusiasts having made the request, it is proposed to hold a decorated car and cycle competition also. It would be a pity if this side of the meeting were neglected, it always being the main attraction in roads are hard and in good condition. He says he could appreciate the need for putting down should be able to put up an excellent show, and it only needs car and cycle owners to enter the thing wholeheartedly to produce a gathering of some interest. One gentleman has confided his cycle to us, and which it causes in the way, although it may not be a thing of

beauty exactly, it will be really funny.

"Musical Chairs" should also prove popular. In this event, the competitors drive around a large whitewashed square (if it is possible to drive around a square) with the chairs in the centre. The band stops, the cars stop, and the passengers, who must be ladies, make a rush for the chairs in the prescribed manner.

Tricky steering tests, "Spear the Ring," slow racing, backwards racing etc. are some of the other events.

Yes! November the Third, should indeed be a day to look forward to, and it is most fitting that such a function as this, which is open to all motorists in the Colony, should be chosen as the prize-giving function in connection with Hongkong's first motor trials.

Some folk are lucky. For ourselves, we have never won anything in a raffle, and never expect to. Not so with one of the competitors at the recent Hill Climb. He put in a few chances for a Harley-Davidson combination some few months ago—and won it! That wasn't all, however, for he entered his machine in the contest referred to, and won two prizes—first on formula and second on time. And the whole cost of the outfit to him was about twelve dollars! For that sum of money, he now has a first-rate bike with a couple of silver cups in the offing. How's that for joss?

The P.W.D. appears to have begun celebrating the Gravel-Spreading Festival, which usually falls due about this time of the year. In various parts of the Colony, workmen can be seen throwing shovels full of gravel and sand on to the roads, much to the discomfort of motorists. One of whom tells us that he cannot understand why this is done during the cool season, when the being the main attraction in roads are hard and in good condition. He says he could appreciate the need for putting down should be able to put up an excellent show, and it only needs car and cycle owners to enter the thing wholeheartedly to produce a gathering of some interest. One gentleman has confided his cycle to us, and which it causes in the way, although it may not be a thing of

THE IRONY OF FATE.



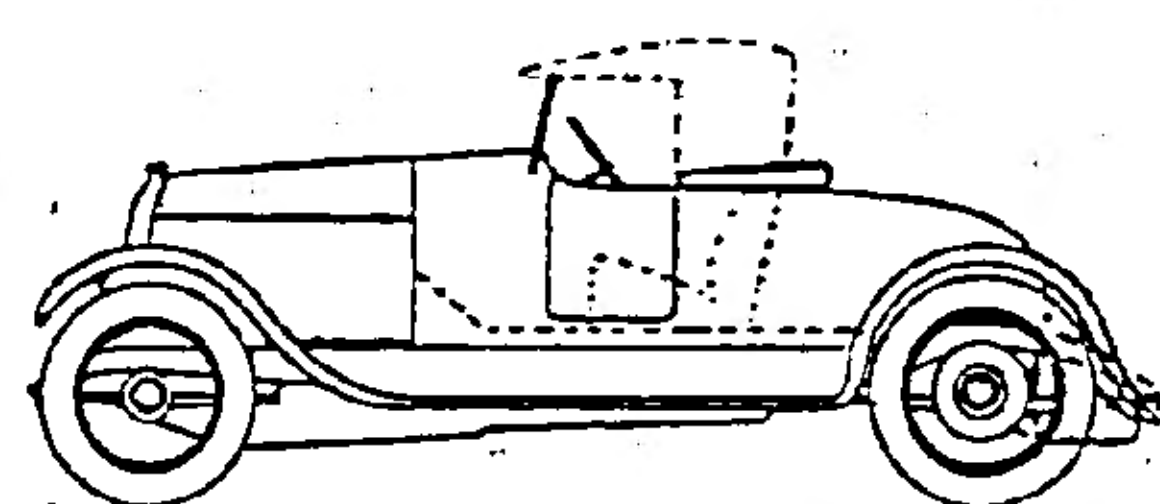
A traffic tower on the Grand Concourse, New York City, erected to make the way safer for motorists, was struck by the driver of the above car. One passenger was killed.

MOTOR CAR BODY NOMENCLATURE.

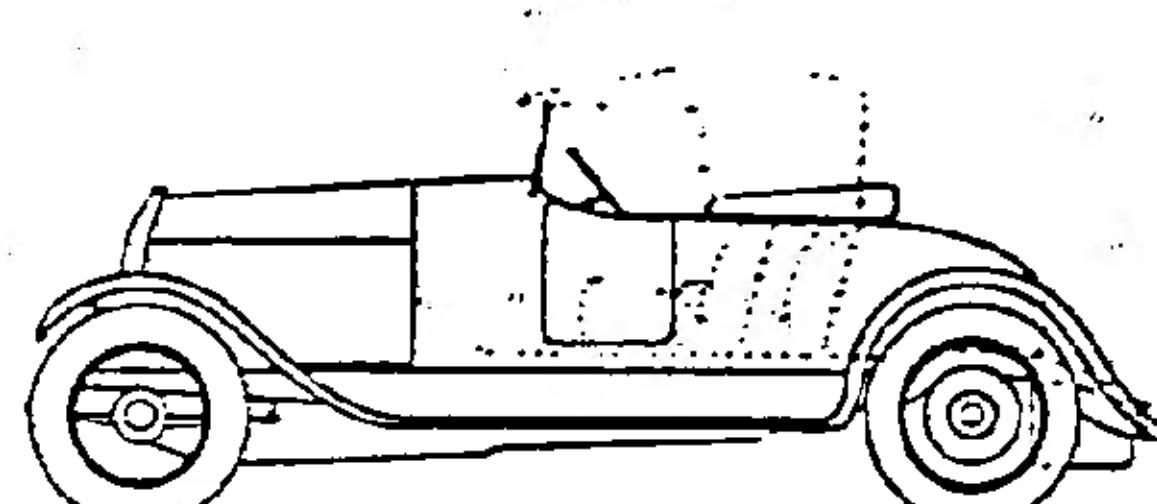
Illustrations of British and American Models.

Through the courtesy of the society of automotive engineers, we are enabled to reproduce in this issue some features of the recently issued British "Interim Report on Standard Nomenclature" for automobile body work. This includes the standard named which it is hoped will be adopted for the various types of British motorcar bodies. Illustrations of some of these are presented, together with memoranda indicating the American name in italics, when the body has a counterpart in the United States. Some of the British body types are not in general use in America, but Mass production and willingness to ride under permanent roofs has worked towards a reduction in the number of body styles. Clover-leaf bodies, which seem to occupy a considerable place in the British nomenclature lists, are practically extinct in the United States as standard models, and uneconomical of seating space. While the American standard body nomenclature adopted by the

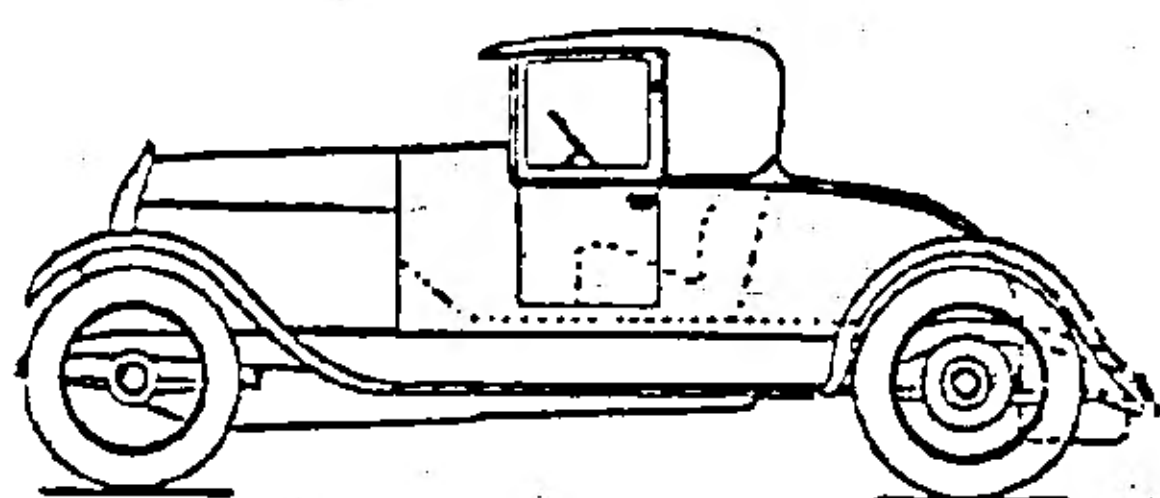
la year, does not embrace all the special types that are occasionally made in United States, it does cover most of those in standard use and a few American manufacturers, to designate bodies by the number of passengers or the character of the seats. A dicky seat is defined as a seat folding into the rear compartment or locker. The S.A.E.'s brougham-landaulet also committee comments on seats as follows: The addition of movable seats folding into the deck or boot does not cause any alteration in the length of the car, nor does the extra length of seat enabling three persons to sit there instead of two, also, if the front seat is cut in two so that one or both parts slide or turn up this will not affect the name of the car. We hope to give a further batch of illustrations on this subject in next week's Motoring Supplement.



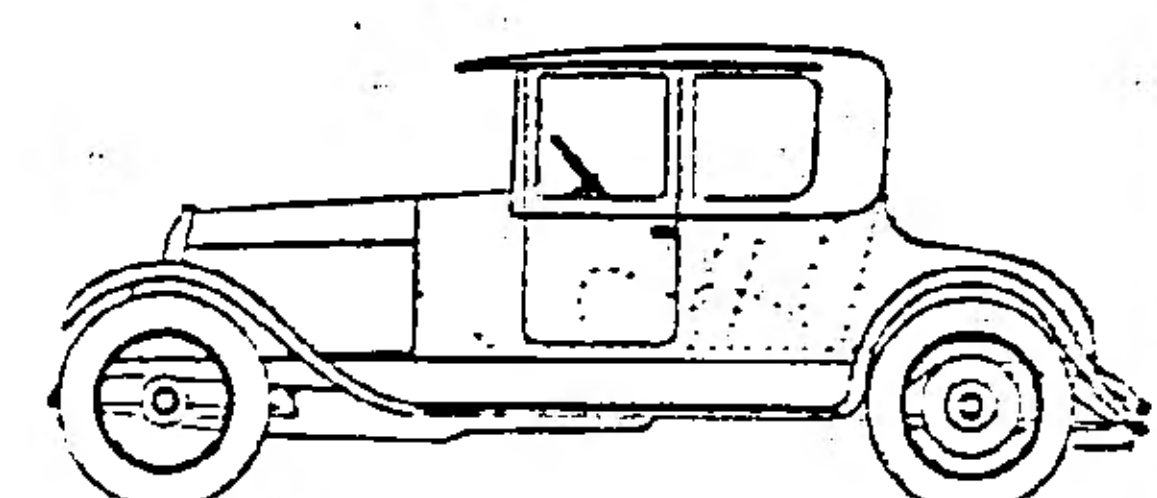
TWO-SEATER
(U. S. Roadster)



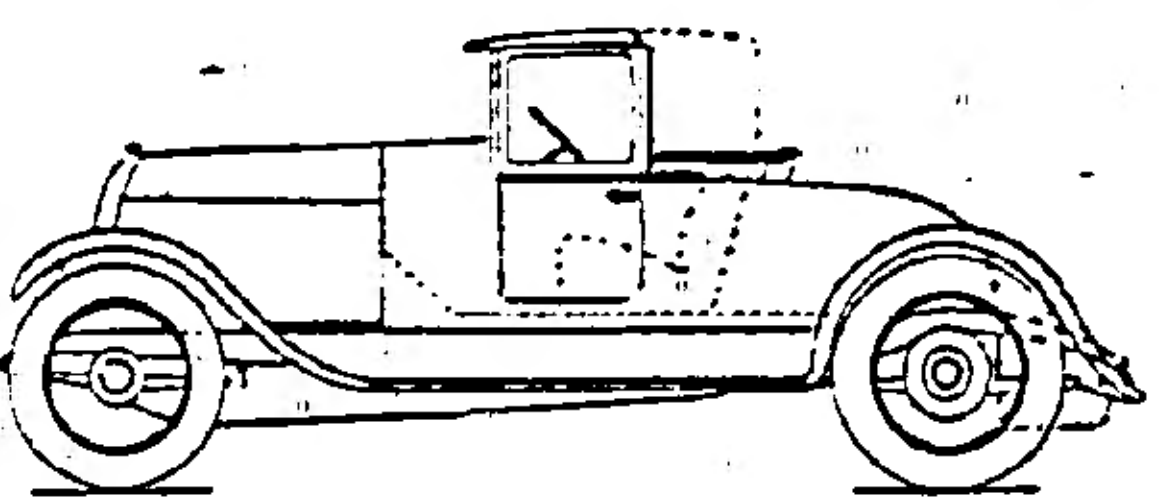
CLOVER LEAF



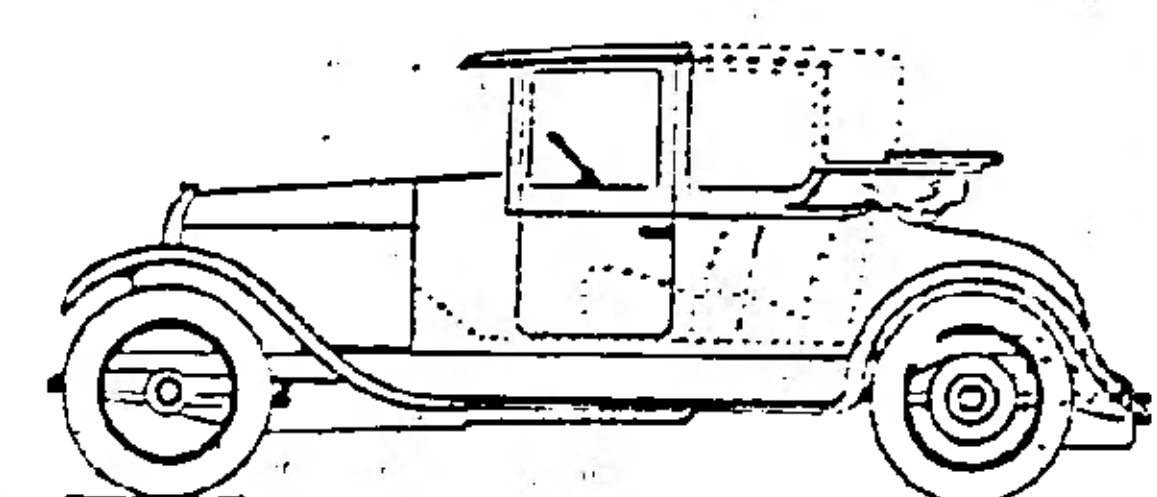
COUPE
(U. S. Coupe)



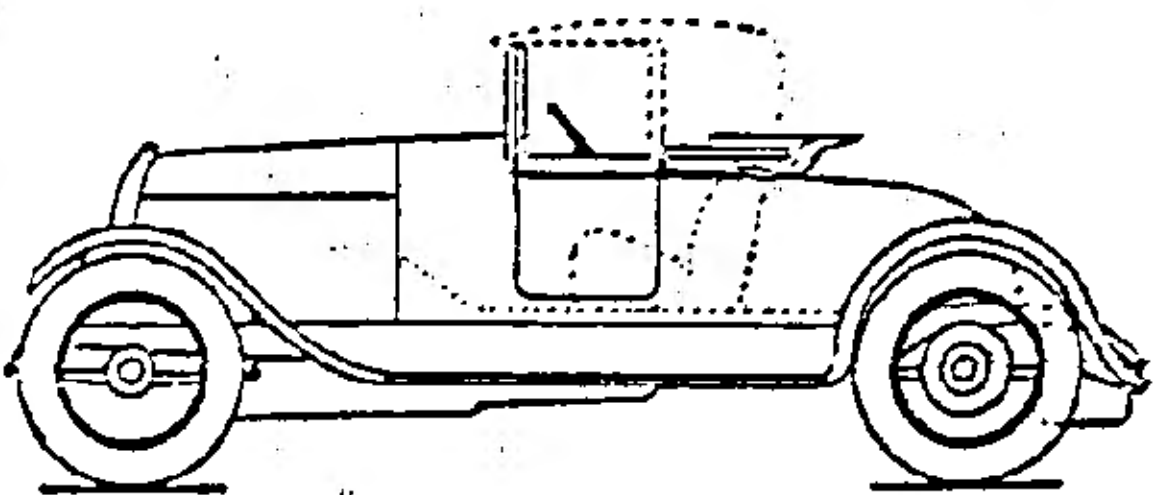
CLOVER LEAF COUPE



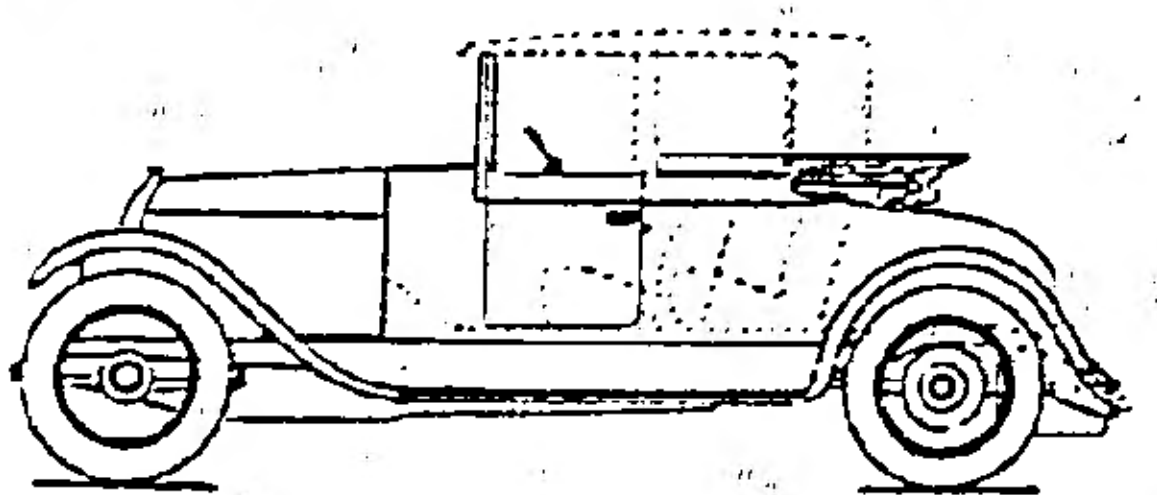
COUPELETTE
(U. S. Coupe-Landaulet)



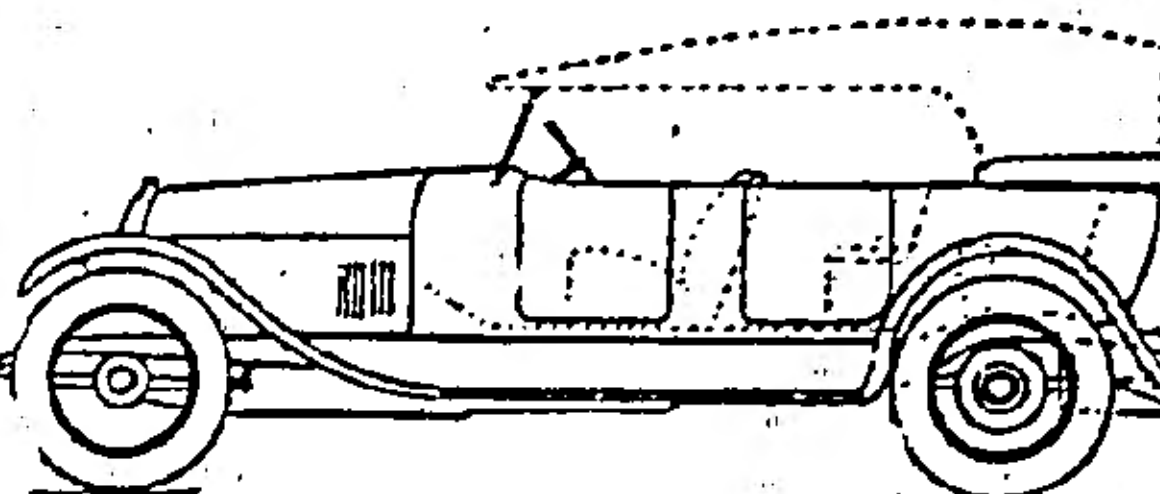
CLOVER LEAF COUPELETTE



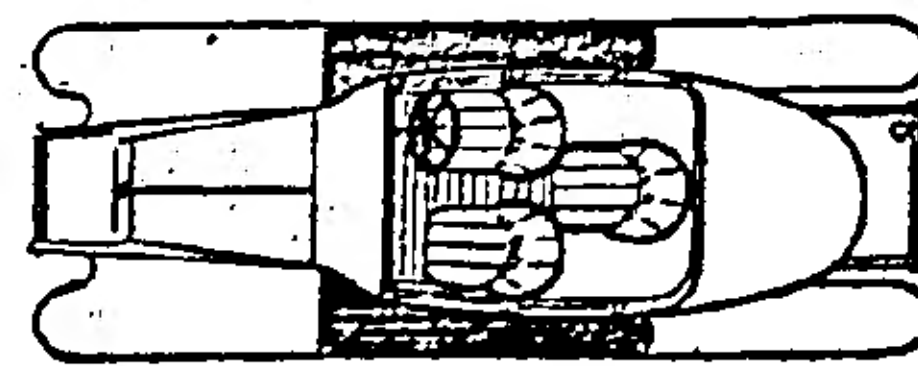
COUPE-CABRIOLET
The addition of a window back of the door will alter the name to "three-quarter coupe cabriolet."



CLOVER LEAF CABRIOLET



OPEN TOURING
(U. S. Phaeton)



PLAN OF CLOVER LEAF

GARDEN ROAD SMASH.



A Chinese merchant was in this car when it fell from Upper Albert Road into Garden Road. He luckily escaped, but the chauffeur was badly injured.

PROMINENT OFFICIAL'S VISIT.

FACTS ABOUT THE "GENERAL MOTORS."

A visit to the offices of the Hongkong Telegraph was paid a few days ago by a prominent figure in the motor world in the person of Mr. W. T. Whalen, manager of the Far Eastern division of the General Motors Export Company, of New York. Mr. Whalen, who is also head of the export department of this big concern, was accompanied by Mr. W. D. Hopson, Shanghai representative of the Company.

The General Motors Export Company, as most motorists are well aware, are the manufacturers of the Buick, Oakland, Cadillac, Chevrolet and Oldsmobile cars, as well as of the G. M. C. Truck.

In the course of a chat with a Telegraph representative, Mr. Whalen stated that he had been through India, the Malay States, Java and the Philippines and was now on his way to China and Japan. The object of his tour was to get first-hand information of the Eastern field. "It was felt in New York," he said, "that as a result of someone personally seeing the distributors, the head office would be kept in closer touch with them, and probably a lot of the decisions arrived at would not be so academic. We have throughout all the places I have visited, branch offices, and the one for this territory is at Shanghai, under Mr. Hopson, whose address is the Robert Dollar Building."

Asked as to his impressions of the places visited, Mr. Whalen said: "All through the parts I have been, although various economic factors may hold back sales, there is no question about it that sales are going ahead very satisfactorily, showing quite conclusively that the automobile is looked upon as a utility rather than a luxury."

Mr. Whalen said he was unable to give the latest official figures of his Company's production, but he should say they were averaging about 1,750 Chevrolets a day, 800 Buicks, 400 or 500 Oaklands and Oldsmobiles and 200 Cadillacs.

"We turn out all types of car," he said, "everything, in fact, from the luxury car down to the utility car and small truck."

Referring to the new model Buicks, Mr. Whalen said the four-cylinder car had the same wheel base as the old model, but it was equipped with four-wheel brakes and of greatly improved design in body. The six-cylinder five-passenger Buick had a three-inch longer wheel base than the

1923 model, whilst the six-cylinder seven-passenger car was four inches longer in wheel base than the 1923 model. Both these models were lower and had greatly improved lines. They had forced lubrication through hollow crankshaft, the same as the high-priced European cars. The speed of these cars had also been increased, so that they could do from 3 miles to 75 miles per hour on high gear. The Buick cars imported into Hongkong were built in Canada and were therefore British cars.

The Oakland, new model, is also fitted with four-wheel brakes and forced lubrication, said Mr. Whalen. The Oakland held the Pacific Coast Classics for 1922 and 1923, doing 29 miles per gallon and 45 ton miles in 1922, and 39.4 m.p.g. and 65 ton miles in 1923. The new Oaklands have a longer wheel base, and the design of the body is entirely different from the older models.

Regarding the Chevrolets, Mr. Whalen said the Company had put up a record production of 3,300 in one day. Two large factories were now being built to cope with the increasing demand for this car. The new Oldsmobile is, said Mr. Whalen, noteworthy for neatness of design in motor, whilst other features were the simplicity of the chassis and extreme accessibility of the moving parts. A new six-cylinder model is to be made.

The Cadillac still continues to be as popular as ever, and the new model has four-wheel brakes and the latest improvements in engineering design.

With reference to the G. C. M. trucks, Mr. Whalen said these were geared for eight speeds, which gave high speed on the road and tremendous power when necessary for getting out of rut.

Owing to the low gear ratio, they had removable cylinder walls and forced lubrication of the crankshaft. All models are made from three-quarters up to five tons. These trucks, said Mr. Whalen, are especially suitable for Hongkong, owing to their hill-climbing capacities, and there is already a fleet of nine running in the Colony.

THE AUTOMOBILE ASSOCIATION.

After fourteen years in their present head-quarters in Whitcomb Street, London, the Automobile Association and Motor Union are to move into a new block of premises to be erected in Leicester Square on the new site which fronts on Coventry Street, Whitcomb Street, and Leicester Square. A large building with a striking front in Portland Street rising to six or seven stories is to be erected at a cost of £115,000.

6 CYLINDER

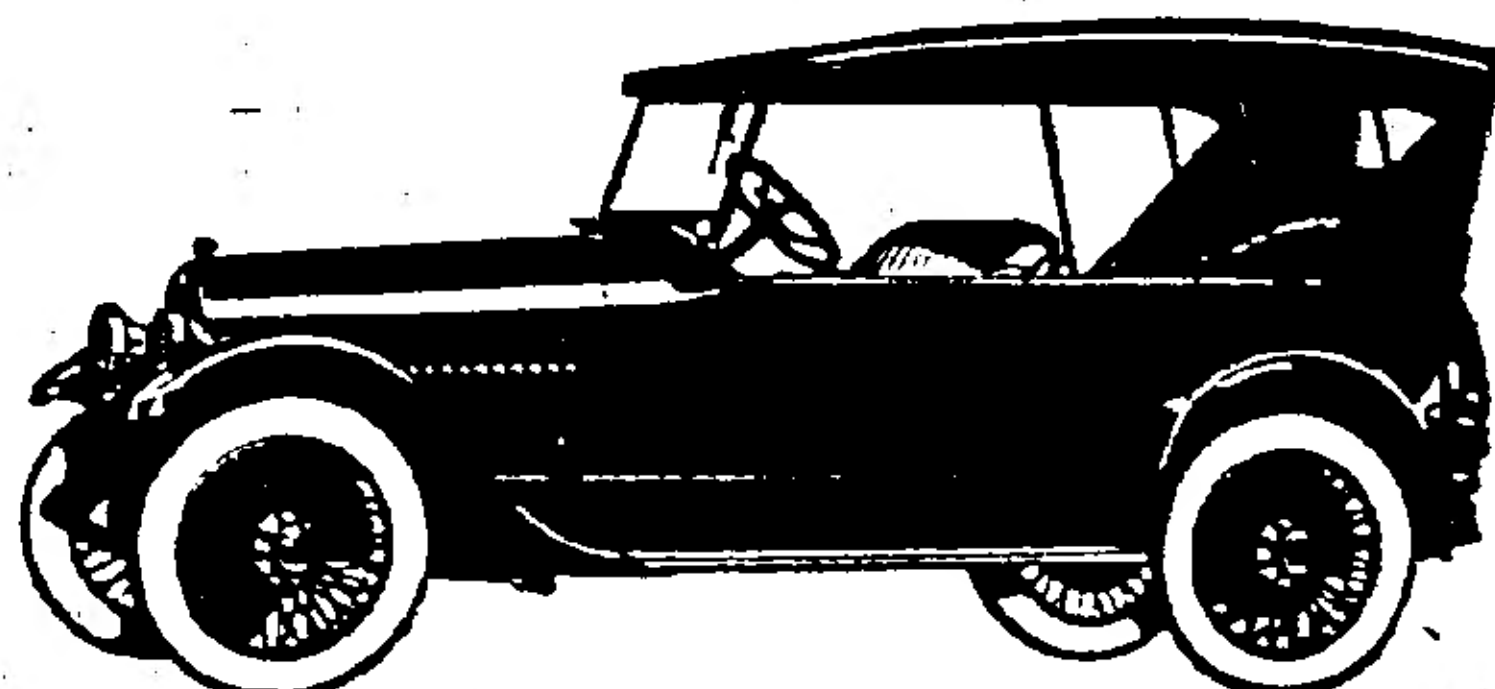
Studebaker

CARS

18 to 20 MILES
TO THE GALLON

LIGHT SIX

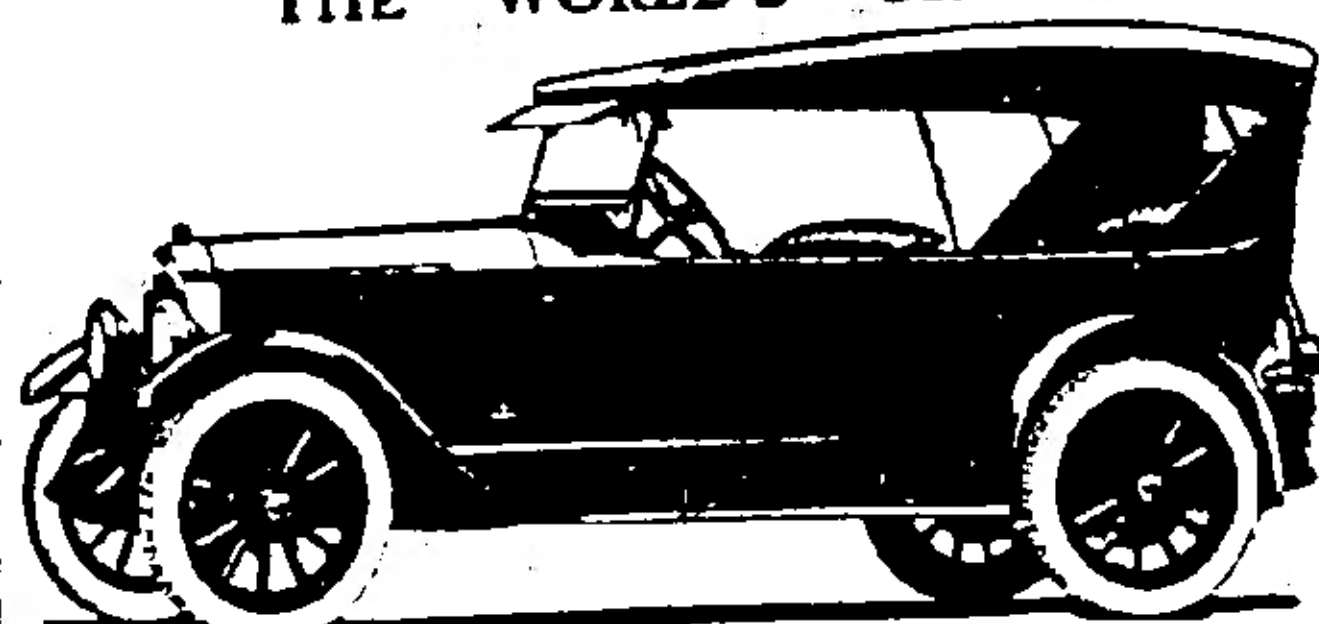
Price \$2,700



THE WORLD'S GREATEST LIGHT WEIGHT CAR

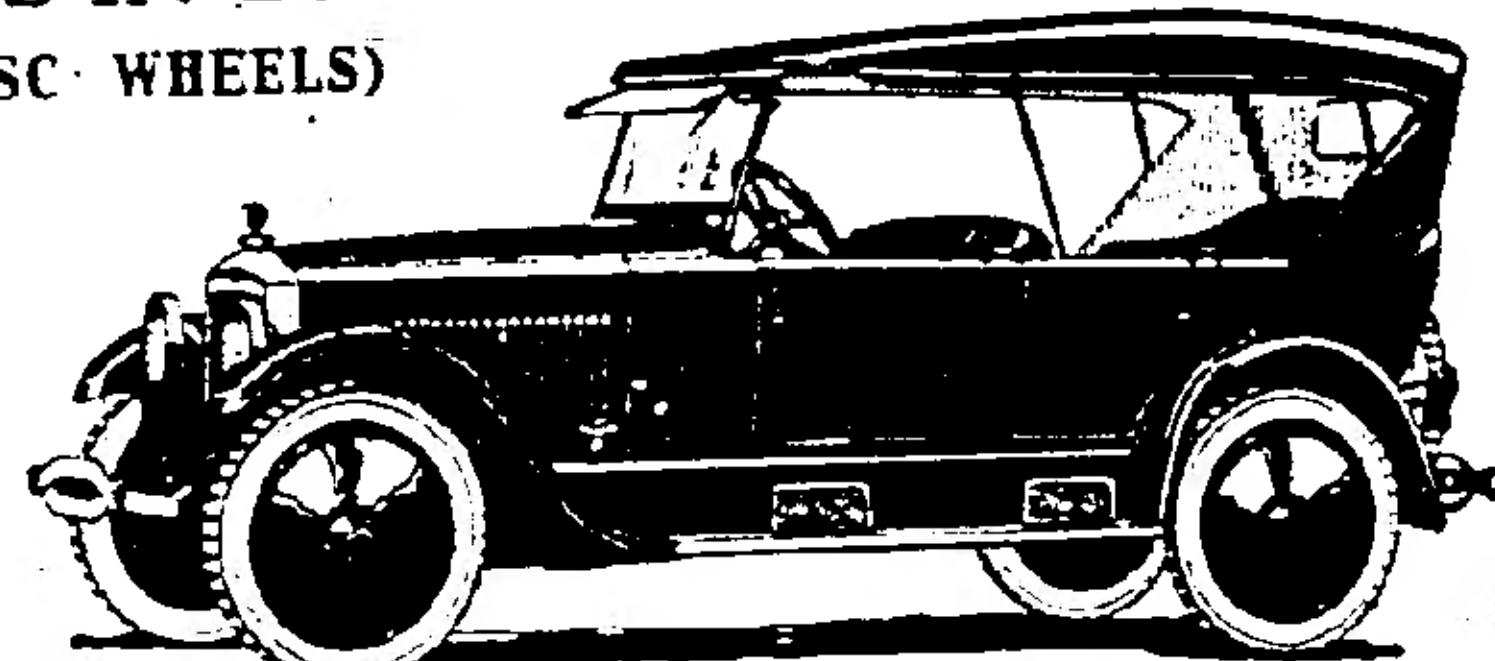
SPECIAL SIX

Price \$3,500

LATEST MODELS IN STOCK COMPLETE WITH 5 WHEELS
& TYRES (WIRE OR DISC WHEELS)

BIG SIX

Price \$4,300

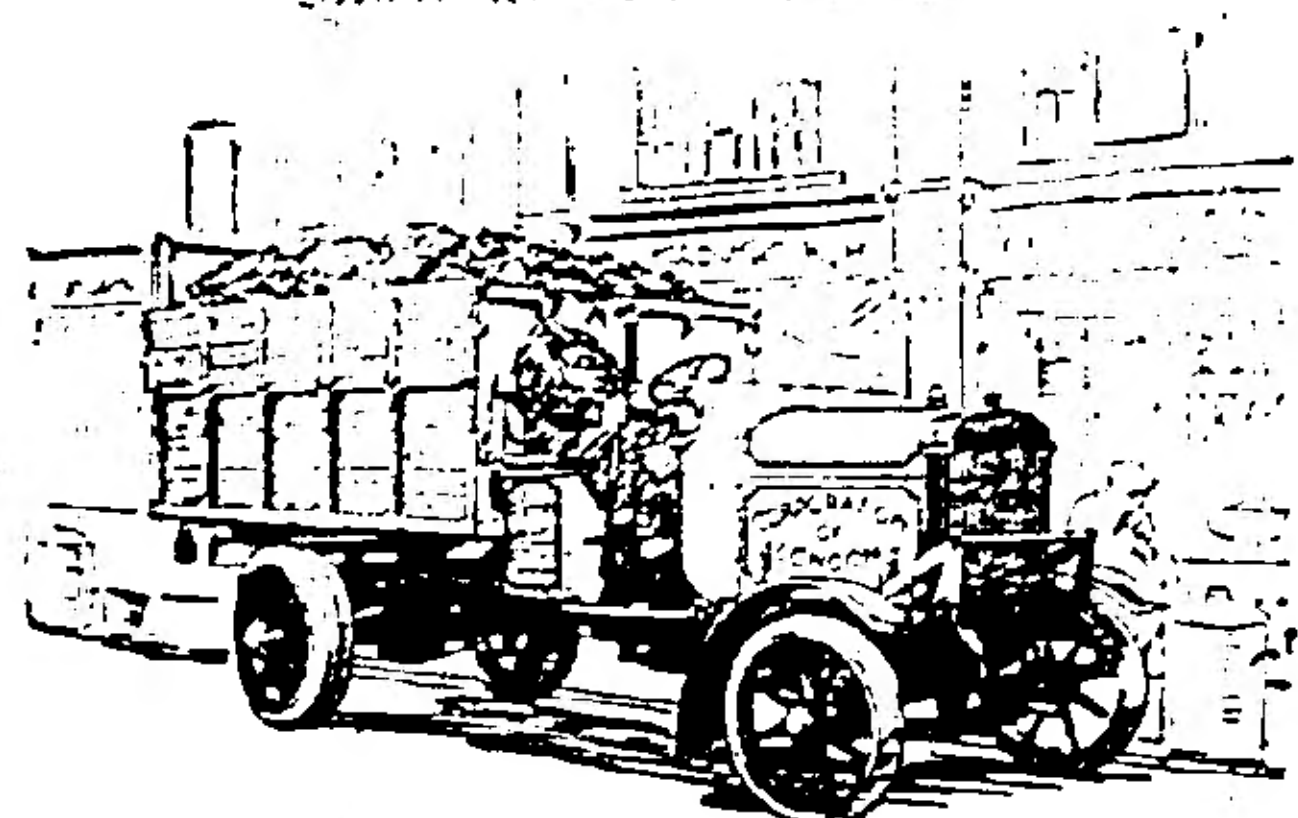
HONGKONG'S MOST POPULAR CARS
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COMMERCIAL VEHICLES
FOR ALL PURPOSES
FOR PRICES AND SPECIFICATIONS
APPLY

HONGKONG HOTEL GARAGE

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FOR PROVED ECONOMY & RELIABILITY.

Tel. 32 THE HONGKONG HOTEL CO., LTD. Tel. 32

THE UNIVERSAL CAR

TOURING CARS H.K. \$ 1125
SEDANS (WIRE WHEELS) H.K. \$ 1600
TRUCKS H.K. \$ 1150

DELIVERIES OF TOURING CARS AND
SEDANS FROM STOCKS.TRUCKS FROM OUR NEXT SHIPMENT
ALL ELECTRICALLY EQUIPPED WITH
STARTERS.

ALEX. ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR

THE ABOVE.

Full Stock of Spares Carried

BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

Prior to the war the Royal Automobile Club had under consideration a proposal that it should encourage efforts to produce an internal combustion motor bearing the same relation to standard types as the steam turbine does to the reciprocating steam engine. Some progress was made with a scheme designed to effect this result but the outbreak of war interfered. It is interesting to learn that the Club's Technical Committee is now giving further consideration to the suggestion with the object of ascertaining whether the time has yet arrived for the institution of competitive tests of internal combustion engines.

HILL-CLIMBING COMPETITIONS.

One of the most interesting sporting events held under the Open Competition Rules of the R.A.C. is the series of hill-climbing competitions which take place annually at Shelsley Walsh. The hill is a steep one with some very nasty turns and the sporting character of the event is increased by the fact that no preliminary practice is permitted. During the meeting held in September, 1923, the competition for small cars having engines up to 750 c.c. capacity was won by a 7 h.p. Austin, this car thus emphasising the capabilities which it had already proved by its high speed performances at Brooklands. In the class for engines of unlimited size, the same make also proved successful, the first prize on handicap formula going to a 20 h.p. Austin. The fastest time in this class was credited to a 24-60 h.p. Sunbeam which was easily the speediest of a fairly large field, which included three 30-98 h.p. Vauxhalls and other cars of high power. In the 1½ litre class a Bugatti was successful among fifteen competitors and in the 2 litre class a Beardmore came in first, with a 12.8 h.p. H.E. a good second. In the 3 litre class the first place went to a Vauxhall.

BOULOGNE AUTOMOBILE WEEK.

The Automobile Week at Boulogne provided a very interesting series of international tests and added at least one more outstanding performance to the credit of British industry and a British driver. The race for cars limited to 1,500 c.c. engine capacity was over a distance of about 280 miles. The French were making a special effort in view of the fact that they had done the best team performances in 1921 and 1922 and a third victory would have secured the Pickett Cup. A team of 1,500 c.c. Talbot was making its first appearance in public and the drivers were the same as those who helped to secure the magnificent Sunbeam victory in the long Grand Prix. History repeated itself inasmuch as Major Segrave was again the winner, completing

the distance over a route by no means favourable to high speeds at an average of 67.3 miles an hour. At the termination of the race he informed the representative of "The Autocar" that he had no trouble from beginning to end. The car ran perfectly and appeared to be in fit condition to start the test all over again. He had no tyre changes, no mechanical adjustments and only one stop for oil. Of the five cars to finish in the 1,500 c.c. class, all the first three were British, the second and third place going to Aston-Martins. In the 1,100 c.c. class the three British Frazer Nash cars all finished and secured the team prize from France.

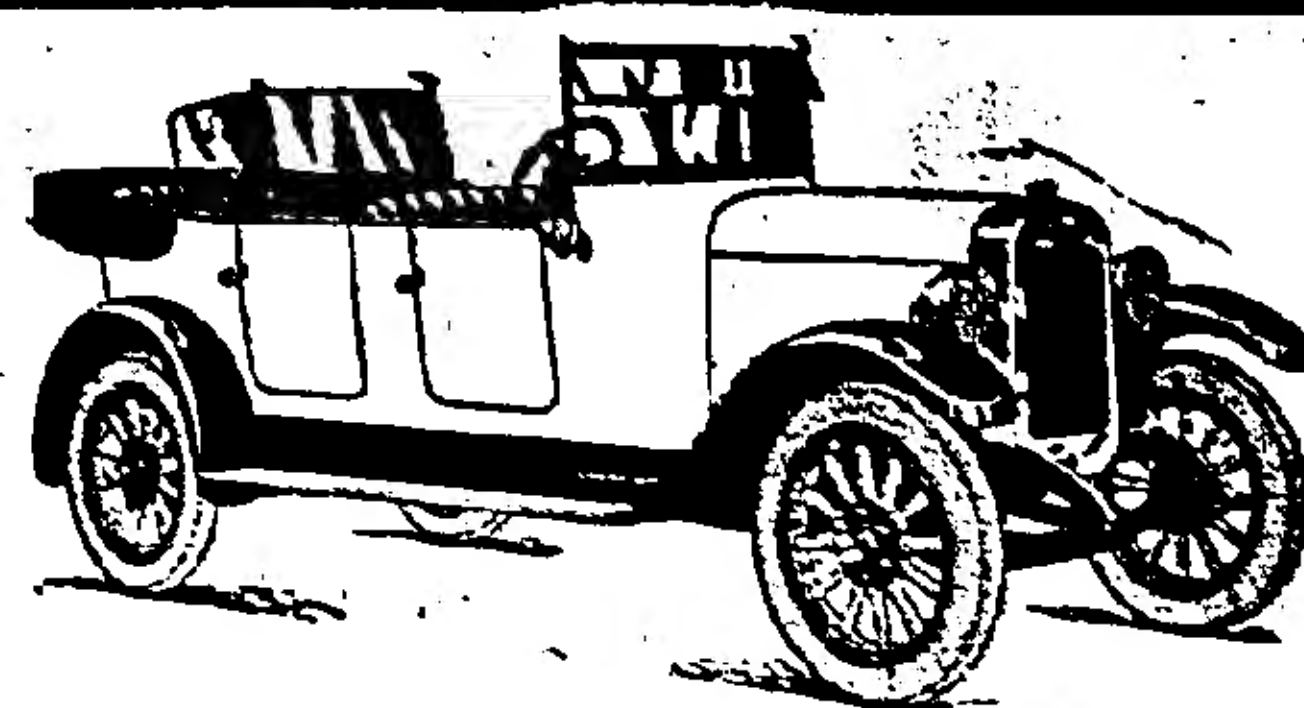
In the short speed tests held at the beginning of the week, the best aggregate time for the three runs was credited to a British car, which was unfortunately disqualified on technical grounds. This left a French car with an engine of 5,000 c.c. with the first place, with the British Bentley, the engine of which is only 3,000 c.c., in second place and very close up. The Bentley was easily first in its own class. Another excellent performance was put up by a 2,000 c.c. Sunbeam, again driven by Segrave.

A.C.U. SIX-DAY TRIALS.

The Six-day Motor Cycle Trials, organised by the A.C.U., have been held this year over an exceptionally trying route. Some parts of it, in fact, and notably that described as the "Colonial" section, were so bad as regards road surfaces and gradients that the test became one of drivers rather than of machines. Many entrants that deserved the highest awards were penalised as the result of accidents on these roads and on greases. Nevertheless, of 116 starters, 86 finished, and 73 secured gold medals, which is a sufficient tribute to the high quality of the machines, as well as to the skill and endurance of the riders. Of the five lady riders who participated, four secured gold medals. The team prize went to the Lewis, Humber, Ariel, and P and M teams.

Among the makes of machines to put up the best individual performances were the Bat, the A.J.S., the Lewis, the Raleigh, the Beardmore, the New Hudson, and the P and P.

Amongst the sidecars the A.J.S. and the Connaught distinguished themselves, being the first two combinations with engines of not more than 350 c.c. capacity ever to complete the Six-day Trial. On this occasion the A.J.S. combination, coming within this category, not only went successfully through the strenuous road tests, but finished by averaging over 38 m.p.h. during the long track test at Brooklands, and then lost no marks at the final examination of condition.



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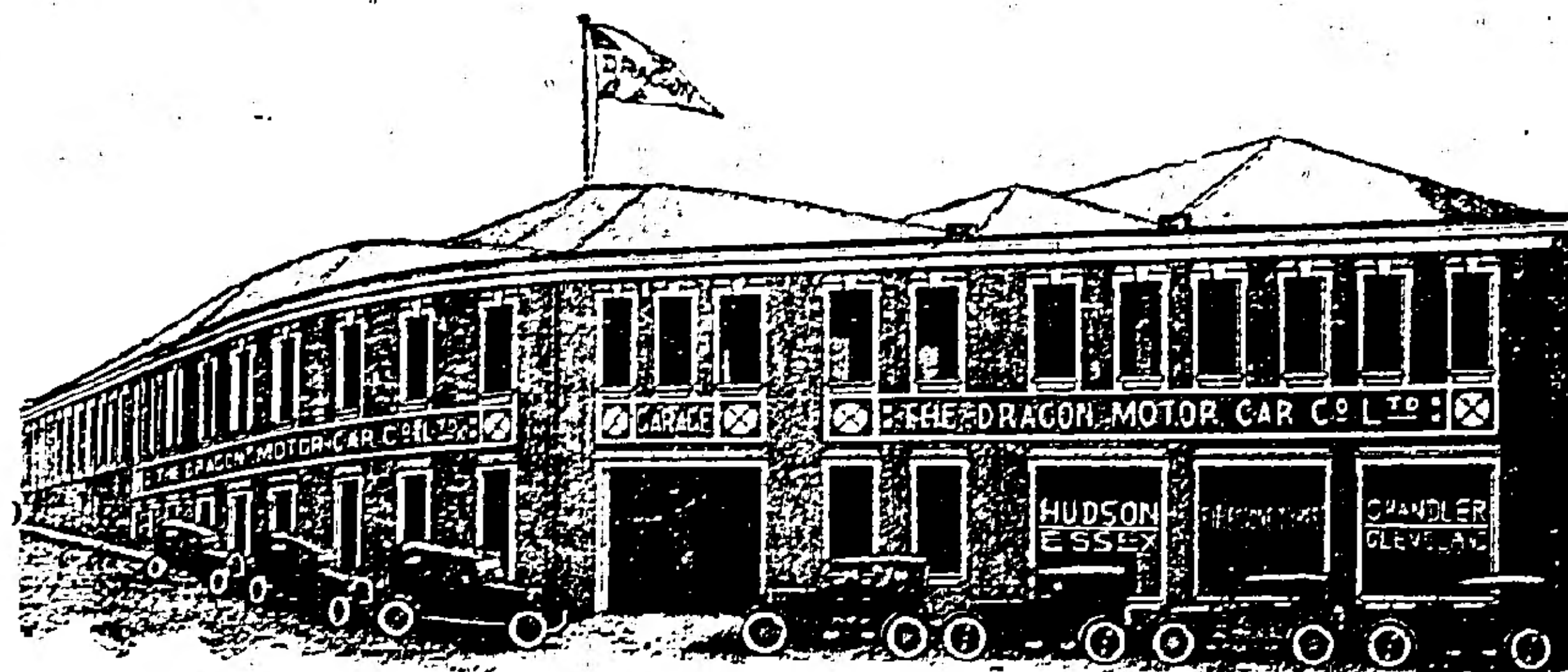
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STUDEBAKER MURALS.

THE EVOLUTION OF TRANSPORT.

I stood before a pictorial history of an industry. To me, it represented even more. It was a skilful artist's story of civilisation itself, painted in beautiful tableau form on the office walls of the Studebaker Corporation of America. So writes Ben I. Butler. It seemed particularly fitting that these interesting murals should have been painted on the walls of these offices, because this great company has, perhaps, contributed more to the development of transportation vehicles than any other organisation in the world. For nearly three-quarters of a century Studebaker had built products on wheels which have seen service in every civilised country in the world.

My guide through the Administration building informed me that this section of the structure with its murals of vehicle history was visited annually by many artists, teachers and students of history. I was not surprised, for surely the Studebaker decorations covered most completely the evolution of wheeled conveyances from the time of primitive roller carts to the present day with its modern motor car.

There were Strychian hut carts, followed by Egyptian chariots of various types. Next came wagons with their Egyptian canopies, the Roman Lictors and the Basterna, similar to the Palanquins of India to-day. As I advanced around the great wall I came to the more luxurious equipages of the Kings who lived just after the Middle Ages.

One could discern the rivalry that must have existed between the rulers of those days. French coaches seemed to vie with their English rivals in design and serviceability, just as the various makes of motor cars to-day each strive for the greatest possible perfection.

Next in the procession of painted vehicles was the English hackney and then the Hansom cab patented by Mr. Hansom in 1834. By this time most of the carriages had been equipped with springs, and therefore appeared to be more comfortable than their predecessors.

A steam carriage used for awhile in England early in the nineteenth century presented itself, followed by a succession of various horse-drawn carriages and then—the automobile of today!

MOTOR CYCLE HINTS.

OVERHAULING A FLAT
TWIN HARLEY.

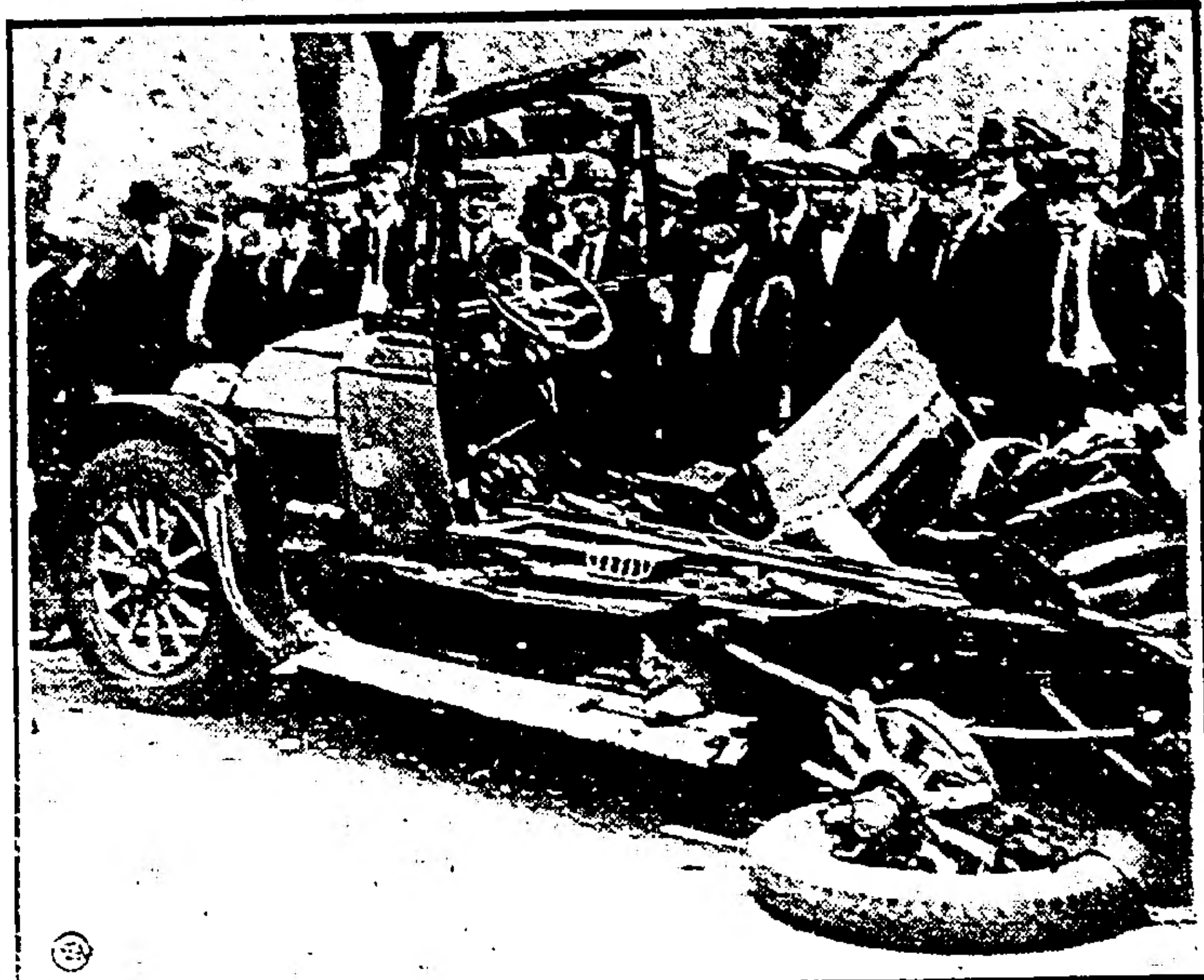
[BY "NORTONIA"]

When taking delivery of a Flat Twin Harley, it is as well to order a spare socket wrench for the cylinder holding down bolts. They are made of highly tempered steel and are very liable to fracture should force be injudiciously applied when tightening up. It means using a hammer and punch to tighten the nuts should a special wrench not be available. It is necessary to remove the chain case in the older models before one can get at the back cylinder nuts. When taking off the nuts, pay particular attention as to their positions, as certain nuts will only fit certain positions. When taking off the front cylinder it is, of course, necessary to remove the footboards and the tube to which the front of the footboards is attached.

The actual decarbonising is performed as per previous articles, and the same procedure is also followed with the valves. It is an impossible job to clean the underside of the piston head unless the pistons are taken off with the aid of the tool previously described, in this case, of course, made to fit the smaller piston. The crankcase fly wheel, etc., need not be disturbed, neither should the electrical system if it is functioning properly. The battery, however, should be charged at service station while the machine is out of action.

The clutch consists of a series of steel discs, alternate discs having small fibre inserts. Should the clutch start to slip, the six adjusting screws can be got at to tighten them by removing the screw beneath the clutch bearing on the timing cover plate. Should the clutch still slip when all the screws are dead tight, it is best to renew the plates carrying the fibre inserts. It is a very tedious job renewing fibre inserts. The Harley sport has a tendency to overheat on the back cylinder. For this reason, the makers discontinued the chain case. The writer, however, is a great believer in chain cases, and providing reasonable care is taken the cylinder should remain sufficiently cool.

Pay particular attention to lubrication, carburettor tuning and plugs. The pump should supply just sufficient oil to keep the engine on the verge of smoking. Any more will cause quick carbon deposits, any less will cause overheating. So the happy mean is worth striving for. The pump is adjusted by pulling or taking away washers from underneath the screw at the rear end of the pump body. The carburettor should be cleaned before explained, and the air filtering gauge should always be kept quite clean and free from dust. The writer has found Lodge Aero or Splindorf plugs quite suitable.



Here is a picture of the U.S. Assistant Postmaster General's private car after it collided with two street cars in Washington.

COLLIDED WITH STREET CARS.

ENGINE KNOCKS AND
"PINKING."

How to Tell the Difference.

If your engine is knocking, can you tell whether it is really knocking, pinking or detonating? All these three are generally spoken of as being the same. But they are quite different, says a Home-motoring writer.

And, as their importance differs considerably, it is as well that you should know "better" from which to find out what ails your engine. And it is a comparatively simple matter.

A genuine "knock" is a matter which should have your early attention if you do not wish to be stranded any longer extra repair bills. There is a distinct difference in the sound effect of a knock when compared with pinking or "spark" detonation. But many motorists find it difficult to tell one from the other.

A HOME-MADE STETHOSCOPE.

If you have an unpleasant sound from your engine, the sound of knocking or pinking variety, you should immediately see that you stop it. If retarding the spark eliminates the noise entirely, it is only pinking, and not serious.

But if when you retard the spark you still have a dull and subdued "thud" emanating from the engine, it is time to fear the possibility of a genuine "knock." Such a knock will be due to a worn bearing either the "big end" or the gudgeon pin bush, the latter is sometimes called the "little end."

To make sure, you must become your engine's doctor. You know how a doctor sounds a patient's chest with a stethoscope? You lean your ear against the engine in just the same way.

You want a piece of hard wood, about a foot or two in length and about half an inch in diameter. One of the old type circular wood rulers is excellent for the purpose.

MAKING THE DIAGNOSIS.

The feared "thumping" of your engine's heart is either in the big end or little end of the connecting rod. Put one end of the stethoscope on the outside of the front or rear bearing of the crank-shaft casing, as may be the easier.

With the engine running slowly, place the lobe of your ear on the other end of the stethoscope, and press your ear against it with sufficient pressure to close the ear to any sound other than that coming up the piece of wood.

You will now find your "dull thud" takes on a more definite sound. Transfer the stethoscope to the outside of the cylinder walls, taking each cylinder in turn.

The cylinder which is at fault will give a pronounced knock in the stethoscope than the other cylinders.

If you heard a similarly loud knock on the crank-shaft end bearings as well, you will know that it is a big end that is worn. If the sound is louder on the outside of the cylinder wall, it will be the little end which is at fault.

Either should be seen to before it gets worse, but instead of saying to your repairer, "There's something wrong with the engine,"

you can say, "I want you to take the bottom half down, and just tighten up No. 3 big end." It's a much cheaper job when you give instructions like that.

PRE-IGNITION CAUSES.

Momentary pre-ignition pinking for, as it is so often erroneously called, "knocking" does no real damage so long as it is only momentary. But if the spark is not quickly retarded you tend to produce worse ills.

Pre-ignition generally comes in this way. As your engine gets carbonised, you reduce the available compression area, thus leading to causes automatic ignition, and particles of the carbon stand up pinnacle-wise and become incandescent.

This incandescent spot may fire the charge before the "official" spark, actually sparks. And detonation. But many motorists find it difficult to tell one from the other.

If your engine is clean and still shows an inclination to pre-ignite, the sparking plug is the probable cause. Change it for one of accepted make with a thicker central electrode.

Pinking and detonation troubles can always be cured or greatly reduced by using some benzole or benzole mixture with your petrol.

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Conservation of Engine Power
Increased Cushioning
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MOTOR TERMS.

The origin of many of the automobile terms we use are most interesting, as it was in France that the industry was cradled, naturally most of our terms come from that language. The term "Limousine" was first applied to

a French Army wagon which had the hood covering the women's finest and most comfortable were folk of Limoges, the old capital, manufactured at Sedan, a village of Limousine, wore a hood with in North-East France, and, as cape attached, this headress was these models were copied by called a limousine and from this every manufacturer, the name covering the army wagon took "Sedan Chair" came into its name. The "Sedan" was so universal use, and now we use called from the fact that when the term for one of our most people travelled in chairs, before; popular motor car types.

THE EVENT OF THE SEASON
MOTOR GYMKHANA
SATURDAY, NOVEMBER 3rd. 1923.



HONGKONG MOTOR TRIALS

1923

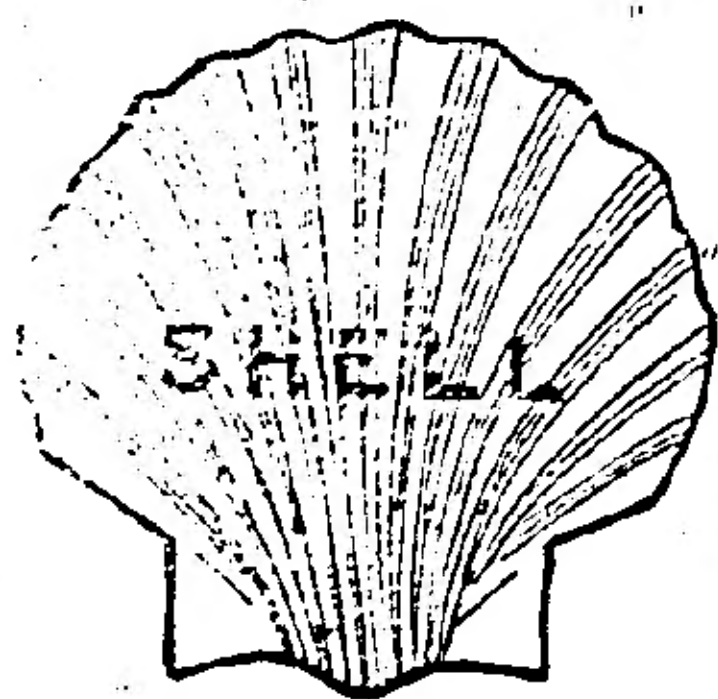
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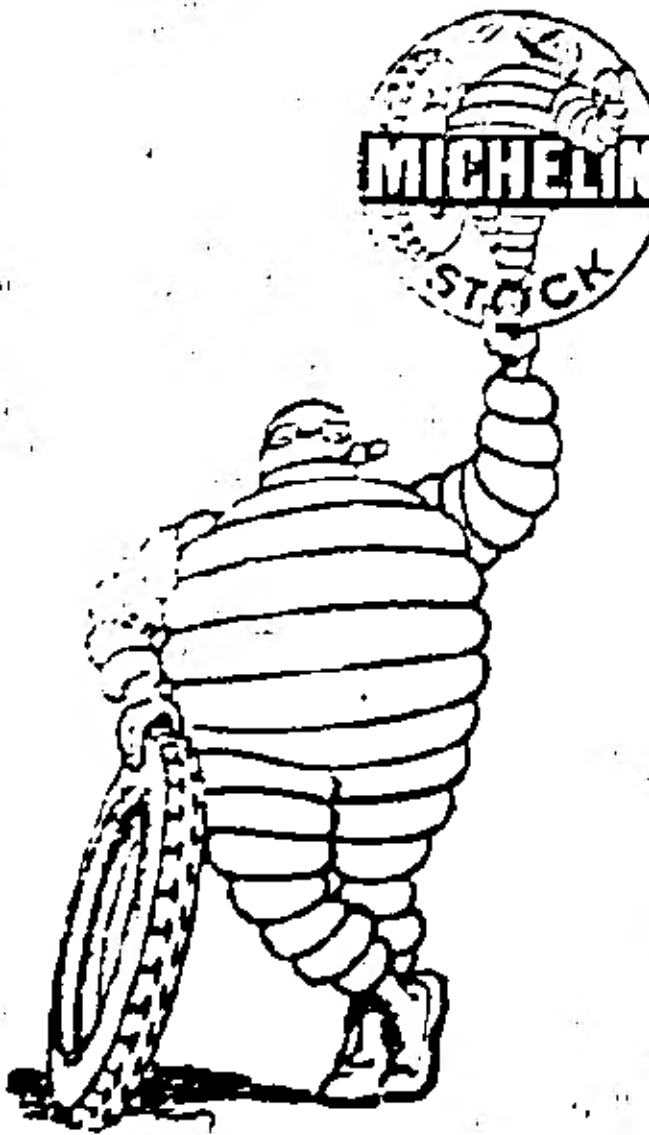
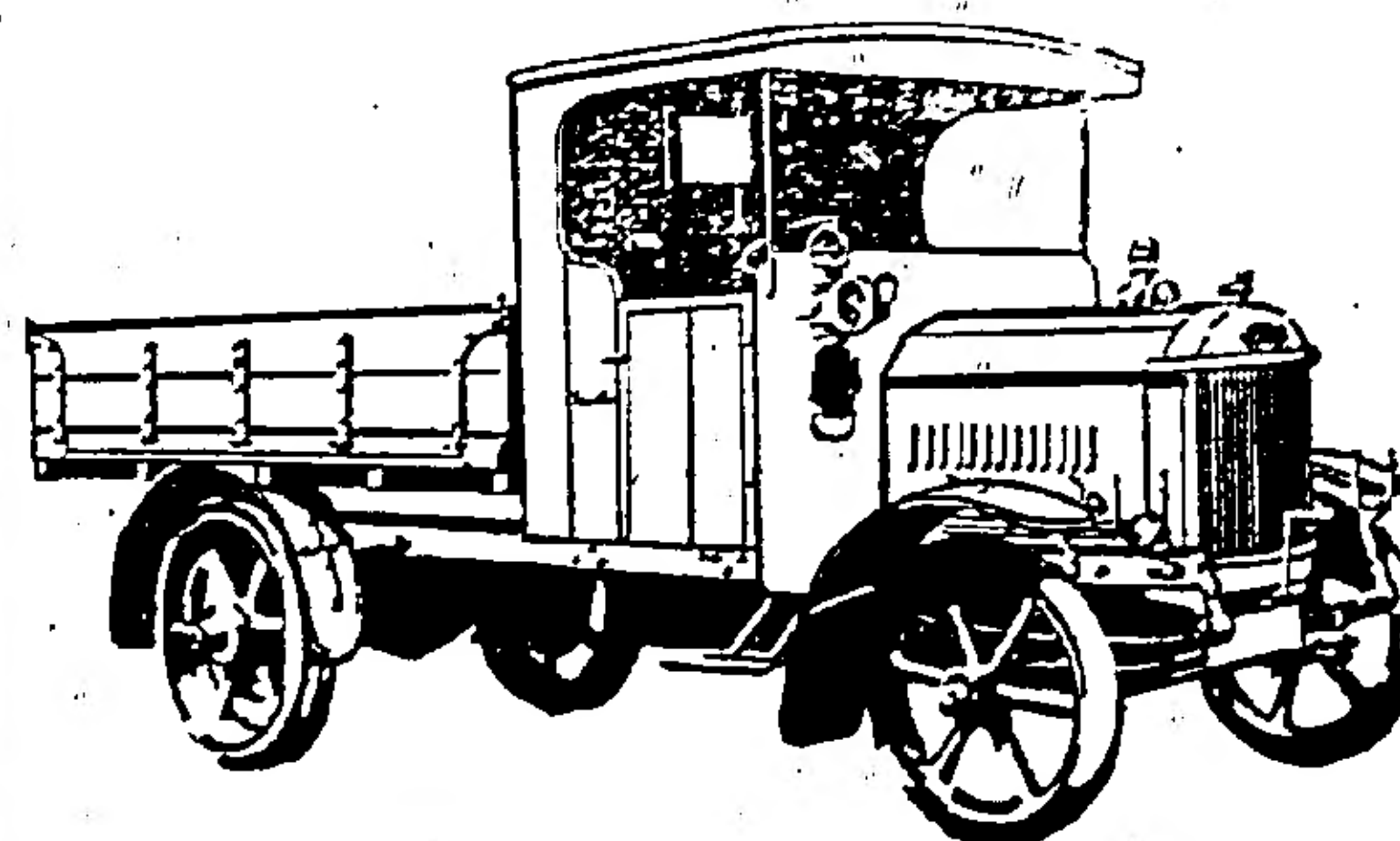
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THE NEW FORDS.

SOME OF THEIR FEATURES.

Detroit, Aug. 26.—Introduction of a higher radiator, bring new and improved body lines to all types of Ford cars, is announced to-day by the Ford Motor Company.

The changes have just gone into effect and the various types are now in production.

While the larger radiator has been made standard on all types and while it has made possible other betterments in body design, there is no radical departure in construction, but rather a general improvement which has resulted in more graceful lines.

The new radiator sets an inch and a half higher than the former and has an apron at the bottom which joins a similar apron effect of the fender on either side, giving a highly finished appearance to the front of the car. The larger radiator also increases cooling efficiency.

Most conspicuous among the new types is the Ford Coupe which is of entirely new body design and construction, resulting in a more trim exterior appearance, more comfortable seating arrangement and a greater luggage carrying capacity.

From the dash there is a graceful sweep in the cowl to the radiator bringing a pleasing effect to the front. The doors are wide and open forward making access and exit easy. They are heavily framed for rigidity and strength. The compartment at the rear has been enlarged to afford increased carrying capacity. The gasoline tank is under the seat, with divided cushions to afford easy filling of the tank from the right side making it unnecessary for the driver to leave his seat. Ventilation in the cowl and a visor over the windshield add much to the attractiveness of the car. A new rear fender of more sturdy character also is a feature.

Interior fittings are of choice material and the arrangement of the deeply cushioned seat has been effected so that at the rear there is a small recess shelf for carrying parcels. The rear vision window is much larger and oblong in shape. Door windows have been equipped with revolving type window regulators and door locks are provided. Side windows are equipped with the lever type window lifters.

Marked, too, is the improvement in the Four Door Sedan. Highly popular since its introduction a year ago, because of its low, graceful lines the car now presents even much better lines and a sturdier appearance.

This has been brought about by the installation of an entirely new cowl with a graceful sweep from the dash blending into the larger hood and radiator. The change also affords an increase in leg room for occupants of the front seat.

In the open types, the Touring Car and Runabout, the cowl has been enlarged and flows in a graceful curve to the higher hood.

The result brings a most pleasing effect to the exterior appearance of both types. The improvement in the Touring Car which came when the one man top and slanting windshield were introduced, is greatly enhanced by the larger radiator, the car appearing lower and more attractive than ever. The effect on the Roadster is likewise most appealing, giving it a more rugged and sturdy appearance.

The new radiator also is extended to the Ford Truck chassis, affording improved appearance and better cooling to delivery services.

These new Ford types and the generally recognized performance ability of the Ford under all motoring conditions, promise to bring a greater demand than ever before as the public becomes more fully acquainted with the higher standards and greater values which have been incorporated. No changes are contemplated in prices.

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Every time we sell another Set of Firestone Equipment we make another Friend.

Most Miles Per Dollar

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MOTOR CYCLE TRIALS.

RECENT RELIABILITY TESTS.

London, Sept. 7.—There were several interesting features in the Autocycle Union Six Days' Reliability Trial started at Ripon and just ended at Brooklands: firstly, the performances of the five lady competitors, four of whom were awarded the gold medal and the fifth the silver; secondly, the success of the Midgets, both the 116 h.p. entrants to the general surprise, completing the eight hundred miles of the gruelling course; thirdly, the improvement in hill-climbing, instanced by the fact that few machines failed to scale the so-called "Chimney," otherwise Rosedale Bank, on which the majority broke down last year.

The success of the women especially Miss Cottle, who rode a 34 h.p. Raleigh without losing a single mark, has strengthened the campaign in favour of the removal of the embargo on female competitors in the Tourist Trophy contests.

FANCY THAT!

Some statistical genius has worked out the amazing fact that this year the automobiles operating in the United States of America will consume twenty-three gallons of gasoline per second—day and night—that is about two million gallons daily!

NOTICE TO ADVERTISERS.

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The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

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1924

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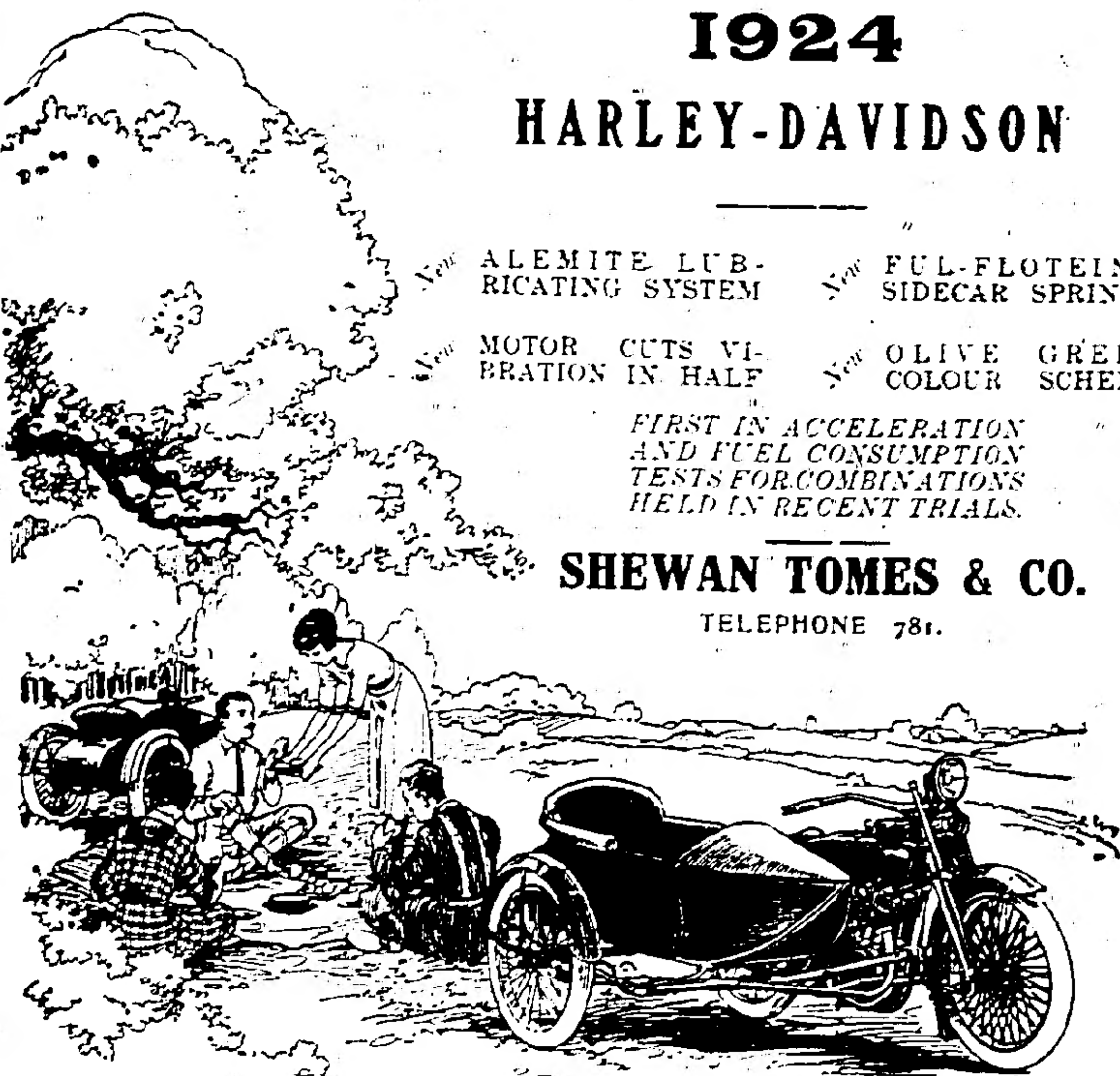
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NEW CAR RECORD.

WON ON FIRESTONE TYRES.

On Tuesday, September 4th, Firestone gum-dipped cords again demonstrated their exceptional quality in the 200 mile championship automobile race at Altoona. The position of the drivers and their cars and tyre equipment are shown:—

Eddie Hearn	Durant	Firestone.
Jerry	Wonderlich	"
Dave Lewis	Duesenberg	"
Fred Comer	Durant	"
Bennie Hill	"	"

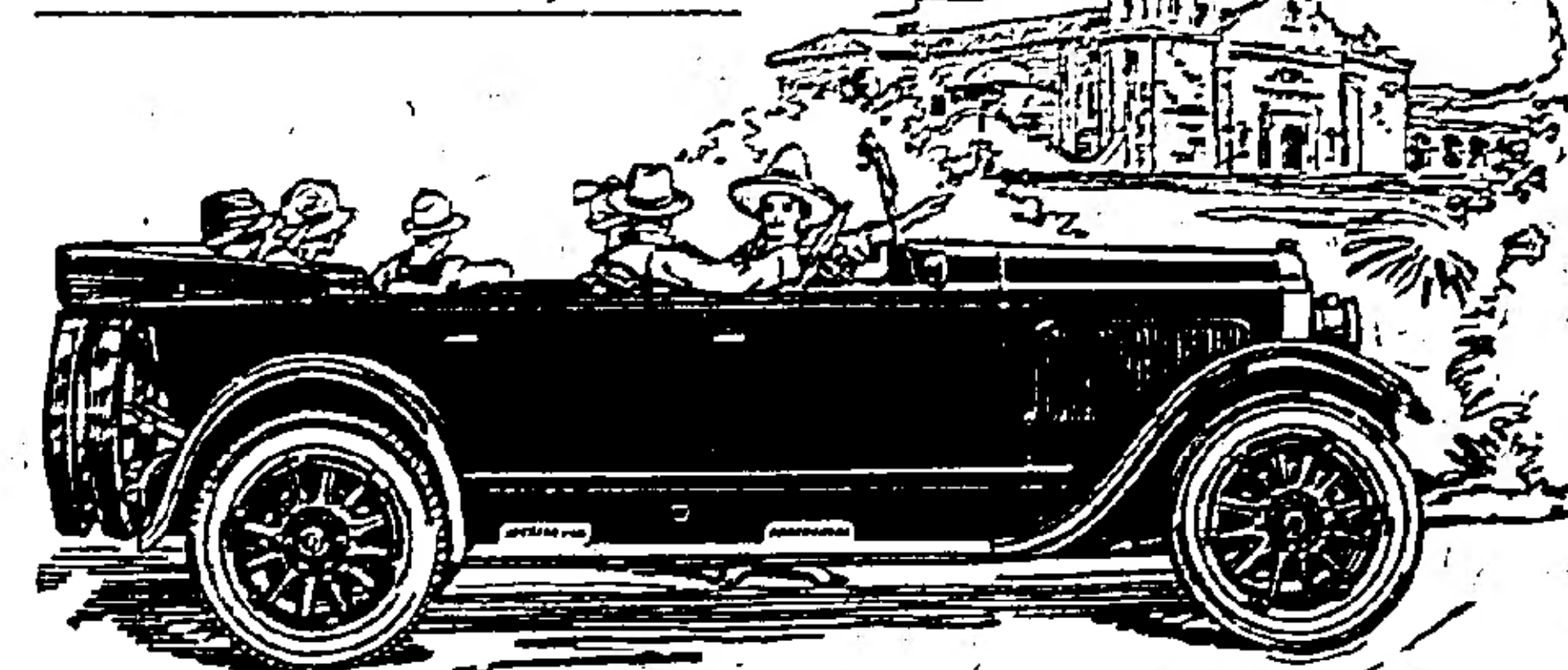
Frank Elliott	Special	Century.
Leon Duray	Special	"
Tommy H.C.S.	Special	Firestone.
Milton	Special	"

Eddie Hearn, the winner, drove the entire distance on Firestone gum-dipped cords without a stop, averaging 111.5 miles per hour. This establishes a new world's record for the 122 cubic inch cars.

The first eight miles of this race were run at an average speed of 125 miles per hour. Firestone gum-dipped cords on the first five winners demonstrates even more forcibly than before the wonderful inbuilt quality of Firestone tyres.

1924 BUICKS DUE

Here November, 20th.



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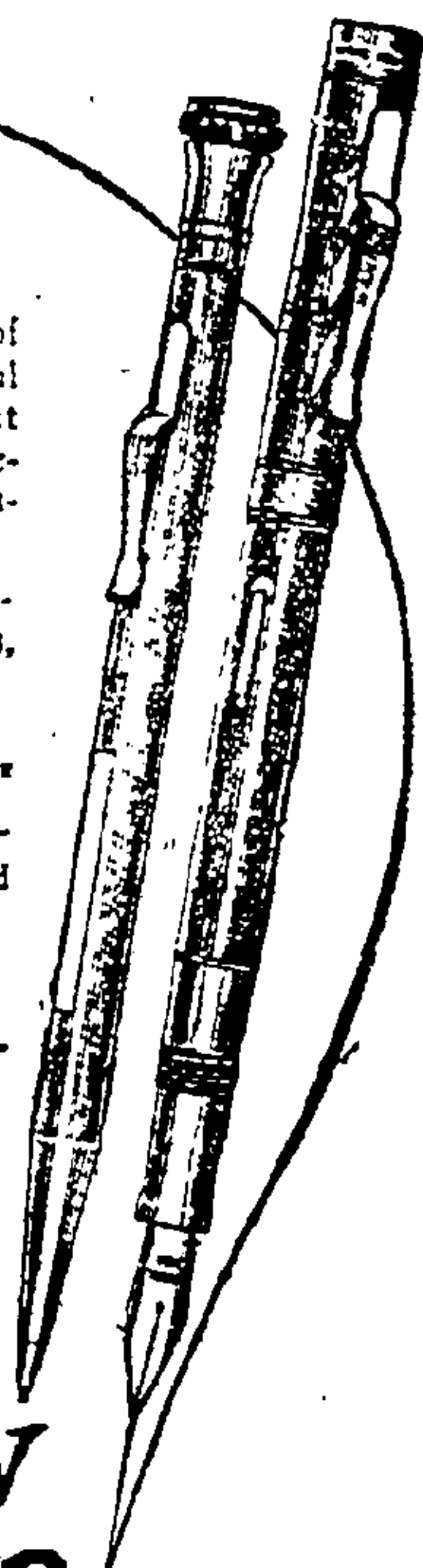
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headaches, coated tongue, ill-
smelling breath. Your chemist
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vial, post free from Dr. Williams'
Medicine Co., 60, Kiangse Road,
Shanghai.

THE LINCHENG
TOUCH!

What is sauce for the Chinese
goose is also to be sauce for the
British gander, so a Chinese con-
temporary has resolved, says the
N. C. D. N. Our readers will, of
course, have in mind that the
Lincheng affair still awaits a
settlement, so the Peking Express
seems to have concluded that a
little diversion might not be out
of the way. It provides it in the
following startling piece of
"news."

TRAIN HOLD UP IN ENGLAND.
A number of Chinese papers
published an interesting item of
news yesterday about a train
hold-up in England. Between York
and Newcastle by a large band of

bandits. It says this took place
toward the end of August and
many passengers were killed and
wounded and others missing, but
the actual number of casualties
is not known. The Chinese Go-
vernment is said to have instruct-
ed the Chinese Legation at Lon-
don to investigate whether there
were any Chinese passengers on
that ill-fated train.

A MODERN EPITAPH.

"He broke all the Command-
ments except the Obsolete
Second: Solely from a peculiar
fastidiousness He was almost
able to observe the precepts En-
joined by the Tenth: He con-
sidered the Breakage Of the
remaining Eight A Good Working
Average."

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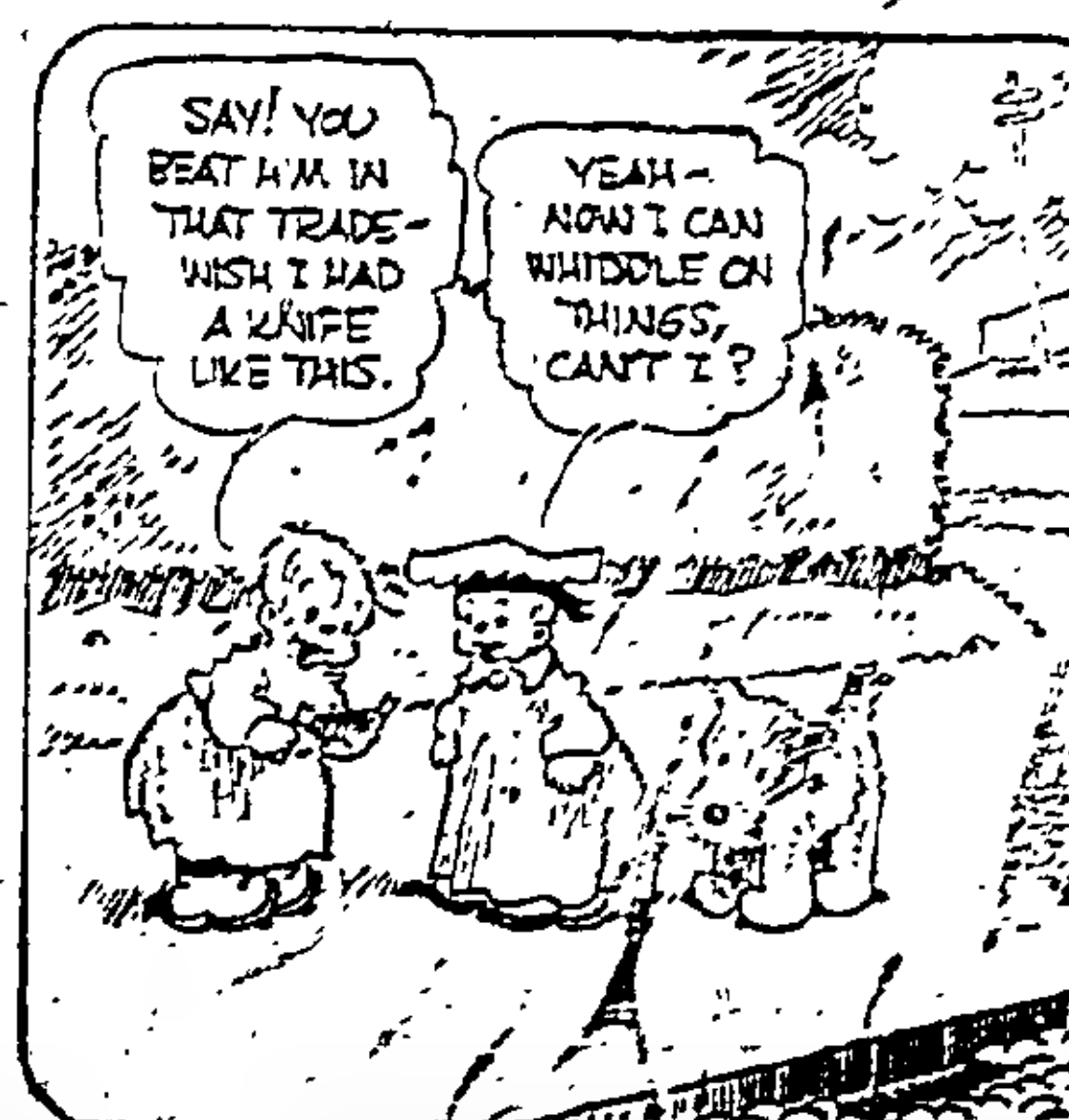


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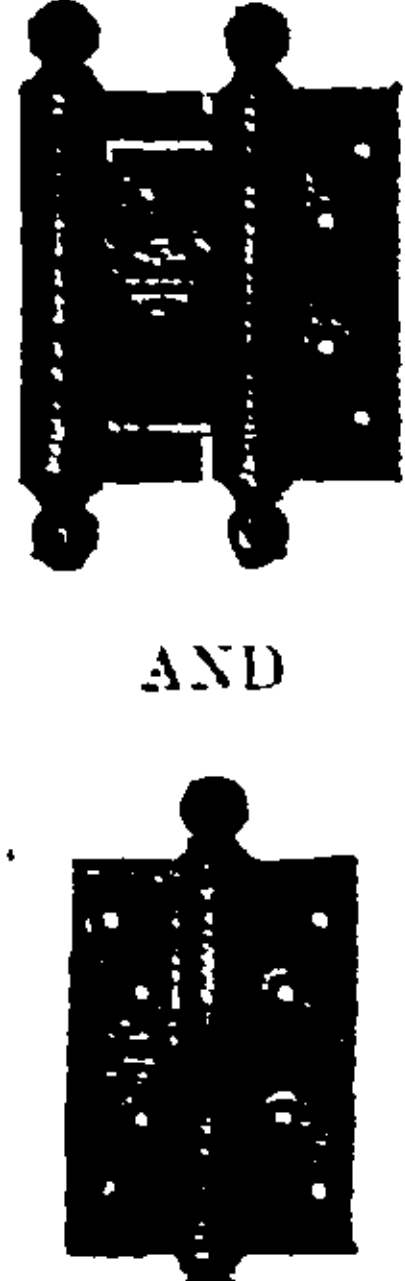
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BIRTH.
BLAKE.—At the Government Civil Hospital, on the 19th inst., to Mr. and Mrs. M. Blake, a daughter.

The Telegraph.
HONGKONG, 20th Oct., 1923.

P.W.D. REFORM.
On perusal of all that was said on the subject of the Public Works Department during the Budget debate on Thursday, we are left with the impression that there was an avoidance of some of the more vital issues of the controversy. The chief Unofficial demand seems to have centred on an increase of staff, and the Official view of this appears to have envisaged only the increase called for by the effect of the land boom on the building office. It is remarkable that such matters as increased road construction, harbour development, water-works, and Government buildings seem to have received scant notice. The Colonial Secretary, in his reply to criticisms, gave the land boom pride of place, and indicated that it was a condition that should not by any means be accepted as likely to last. He considered that the additions being made to the P.W.D. staff would meet the legitimate demand on that department's energies. So much for the mere question of size of staff, but a bigger matter, that of reorganisation of the whole department, seems to have been overlooked. We are surprised that the Unofficials did not bring this matter prominently forward, for it was only a year ago that it formed an important theme of the Budget discussion. Let us dip into the local Hansard.

On October 26th. last year the Unofficials of that time delivered their criticisms of this year's Budget. On the motion for the second reading of the Supply Bill, the Hon. Mr. E.V.D. Parr traversed its provisions in some detail, referring, incidentally to "the satisfactory position of the Colony's finances." When he came to the P.W.D., he had the following to say about reform of that department:—"In view of the large amount of money expended on public works, we are of opinion that further reorganisation of this department is desirable. The duties of the Director of Public Works should be advisory

only, and the enormous amount of detail work at present handled by this officer should be carried out by his senior assistants, each of whom should have charge of his own department and have considerably increased powers and responsibilities. Such an arrangement would tend to expedite the carrying out of public works and should remove the present delay experienced in obtaining Government sanction for the erection of buildings, sanitary works, etc. The Government would have a body of senior technical assistants, each accustomed to the control of a department, and of tried administrative powers, from which to select future Directors and Assistant Directors of Public Works, as required. The reply of the Officer Administering the Government (Sir Claud Severn) was:—"As regards the reorganisation of the Public Works Department advocated by the Senior Unofficial member, there is no doubt that that would be a very proper thing to do. It is a question which will soon come under the consideration of the Government. It has already been spoken of, and I am sure something of the kind will be necessary. If we have the harbour developments anticipated it will certainly be necessary to keep that as a separate department, and it will possibly be necessary to keep the water department as a separate department. It is not a very easy subject to tackle, but it is one, I think, which will have to be faced very soon."

That was a year ago. Since then, we understand, there has been some kind of private commission to consider the question of reorganisation. So far as we know, however, nothing has definitely been accomplished towards the end aimed at in the tentative suggestions made by Mr. Parr. The reorganisation of departments will, or should, involve all-round increases of staff, particularly in the more junior and less technical ranks. On the whole, we consider that the Government's replies in this matter of an enlarged P.W.D. have not been at all convincing.

New Peak Tramway.
(One refreshing aspect of Thursday's Budget debate was the statement by the Colonial Secretary of the Government's intention to arrange for a new tramway which will skirt the hillside of the island and have its terminus at Magazine Gap. The intention is that this new service shall have its lower station at the foot of Garden Road, and the idea is to have it so planned that cars can leave at any time, one following the other. In this respect it will be a big improvement on the existing tramway, which cannot run a service oftener than a seven-minute interval. Inasmuch as this tramway can eventually be extended to Wanchai Gap, if necessary, we are inclined to agree with Mr. Fletcher that it is a better idea than the other suggested scheme. The main need, as we have often pointed out, is to provide some means of transport for people living out on the eastern side of the Peak, which is rapidly developing. The new scheme will provide such a service, and it will admittedly be far more convenient to have the lower terminus at Garden Road than in Wanchai. Presumably, the project will depend on the settlement of the military lands question, and if so, we trust that every effort will be made to expedite the solution of at any rate a sufficient part of that question to enable this work to be pushed on without undue delay.

The Stink Carts.
We are rather disappointed at the Government attitude on the question of providing the Colony's refuse carts with some means of covering by which the nuisance caused by these evil-smelling vehicles may be abated. There may be difficulties in the way, but we certainly cannot see that they

DAY BY DAY.
THERE ARE MORE REAL OPPORTUNITIES TO-DAY THAN THERE ARE REAL MEN.—*Women's Cur.*
The Gazette gives a revised schedule of allotments of recreation grounds.
Tenders are being invited for erection of railway traffic staff quarters at Blackhead's Point.
The Canadian Pacific have opened an office in the Imperial Hotel, Tokyo and a branch office in Yokohama.
Conditions of the resumption of parcels mails between Hongkong and Germany, as from November 1st, are given in the Gazette.
Mr. A. Dyer Ball, Assistant Attorney General, has been appointed editor of the new edition of the Ordinances of the Colony.
Passenger departing by the S.S. Yoshino Maru included Sir John and Lady Randles, Mr. E. Grant Smith and Mrs. W. Jackson.
Inland Lot 2446, situated on the new road from Bowen Road to Wong Nei Cheong Gap, and having an area of about 50,150 square feet, is to be sold on November 5th. The upset price is \$11,530.
A correspondent writes us suggesting that inasmuch as about 80 per cent of the shares in the Oriental Cotton Spinning and Weaving Co., Ltd., are held in Hongkong, the appointment of a local man to serve on the Board would be welcomed.

Members of the Craigengower Cricket Club will be at home to their friends to-morrow (Sunday) at 3 p.m., when the prizes won at the cricket, tennis and lawn bowls competitions will be distributed. There will be a jazz band in attendance.
A man armed with a revolver entered No. 50 Temple Street in the early hours of this morning. A concubine, who lives on the ground floor, was bound and gagged, and a pair of bangles and her ear-rings were taken from her. The value of the haul is set at \$88.

The Governor-in-Council has ordered that the duration of the rights, powers and privileges granted under the provisions of the Rope Company's Tramway Ordinance, 1901, and the Rope Company's Tramway (Revival) Ordinance, 1913, shall be extended for a period of one year from 25th. December, 1923.
An Ordinance to confer certain powers of arrest on forest officers is soon to be introduced in the Legislative Council. Its object is to give forest guards power to arrest without warrant in the case of certain offences relating chiefly to the stealing and damaging of trees and other plants. The power of arrest is, by the definition of the term forest officer, given also to the Superintendent, Assistant Superintendent and Supervisor, and also to any person assisting any forest officer.

"EAT MORE BREAD."
Sheriff Studd, who opened the Bakers' and Confectioners' Exhibition at the Royal Agricultural Hall, London, alluded to the marked diminution in the consumption of bread, remarking that the matter was sufficiently serious to suggest the advisability of a big "eat more bread" campaign.

are insuperable. Wooden lids may be too heavy, but it ought to be possible to devise others which are not. As for tarpaulins taking too long to adjust, we cannot see that time is any great factor when the carts are once filled up. At any rate, it is by no means in keeping with the admittedly clean condition of the Colony to see these carts full of garbage being pulled through the main streets of the city, as they are every day. Neither can it be good for the public health. At Home, such a method of refuse removal would not be tolerated. Surely it can be obviated here.

Bulls and Inners

From the Office Butts.

There is no truth in the story that Mr. Tse Tsan Tai will accompany the Fourth Asiatic Expedition to the Gobi desert in 1925.

Peak tram passengers are now requested not to use the back seats whilst Chinese houseboys are waiting for a chance to get to the top.

What between "the really nice" people and the coolies, May Road residents want to know where they come in.

Mr. Fletcher thinks the community have got into the habit of unnecessarily crying "Well!" in connection with police matters. Who else should they call for anyhow?

Two Russian women were charged at Shanghai recently with theft of silk from Chinese shops, which it was alleged they hid under their skirts. According to a contemporary, "When Seret, inspected the house of the accused nothing of a discriminating nature was found therein."

We want Lower prices for drinks in Hongkong.

Thursday's Hill Climb knocked spots off the recent event at Shaokwan. It is calculated that 583,941 Chinese took part.

The battle between Mr. Fletcher and Mr. Moller looks like going the full distance of twenty rounds.

A telegraph office being contemplated in Sainam, "bogus" presidents will be in closer touch with their Kwangtung constituents.

Entries for the Navy League Ball close on November 3.

We're getting on. A few days ago a letter came to us addressed:—"The Hon. Editor, *Hongkong Telegraph*." If this sort of thing continues, we shall begin entertaining hopes of being made a real J.P. one day.

Hongkong Radio Society seems to have been suffering from static lately.

Mr. Pollock says Hongkong has been going to the bad steadily since 1917. We hope the Home papers will note that this only refers to the P.W.D.'s inability to spend money.

Recent events indicate that Berlin is still on the spree.

A Singapore contemporary gives the programme of eighteen latest fox trots to be played at a supper dance there. The list does not disclose our overworked friend of recent weeks, so we can assume that the plantain crop in the South is meeting all requirements.

How would it do to take up a collection at the cinemas instead of charging for admission?

Coats must be coming into fashion. We saw several worn at the bowls matches last week.

Mr. Lowe says he would prefer to put his money on the Hongkong colt rather than the Queensland horse. Where does the Kowloon moke come in?

The only colour line we bar is violet rouge.

From a Northern contemporary:—"The bride wore a three-piece costume of *robe au lit* maroon, with a *bisuit* hat, and carried a shower bouquet of tea roses."

These new fashions become more satisfying every day.

It is rumoured that the recent visit of a certain charming young lady to Hongkong was entirely due to "The call of the Yeast."

Sir Robert is still sawing away at that round table business.

What Hongkong needs is a law requiring all drink bills to be sent in anonymously.

That noise heard on the radio from Canton must be some of Sun's theories exploding.

We shall not see so much of the women now that the bathing is over.

The drawback in broadcasting to some people is that they can't listen to their own voices.

Ladies, to the number of 150, are competing in the Annual Rifle Shoot of the Shanghai Volunteer Corps. Now we know why all the ammunition is being smuggled into the Northern port.

A wag suggests that the new President of China has met with a Chihli reception. But we thought he was Yunnan-iously elected.

While we like the idea of an automatic postage meter, we'd prefer something that would cause our coolie messengers to register often.

The two new persons due in Kowloon this winter should help as a make-weight on the wheel of jazz.

Prize fighting is said to be healthy exercise. We should say that the only exercise Beckett got was counting his share of the profits.

We see that Canton has a new Director of the Mint. We wonder if he knows anything about "juleps."

And so Autumn styles are here. One season a woman's waist chokes her, and the next it trips her.

A Government Official's report is the last place in which one looks to find humour, except, sometimes, of the unconscious variety.

A report of typhoon damage on Government property received the other day, however, contained the following:—"Motor shed liable to go down anytime this last two years, has now discharged its liability."

Suppose some asset: it down this way without thinking.

Restless Nights in Nanning. Music at a Buddhist Nunnery" is the caption to an article in a Northern paper. Quite so.

One or two taipans we know would raise Cain if a hair appeared in their soup, but they don't seem to object to mouthfulls when dancing.

In these stirring times, one has to keep going round if he expects to have any time at all.

Doctors say that we eat too fast, but we should be able to keep it down if we bolt it.

One Yacht Club bowler remarked last Saturday that it was 20 odd years since he had eaten a potato scone. The Yacht Club lost the match.

Our Hon'ble Colonial Secretary has told us all about the new men indentured for the P.W.D. but he did not disclose how many men resigned during the past year and why?

From His Excellency's remarks it would appear that the Hon'ble Lowe really attends Council for the fun of the thing.

Seems to be room there for the imposition of an amusement tax.

A Calcutta doctor says while on a visit in the Assam hills he found a cave containing an unknown cat-like creature which plunges into the water with a noise like a rhinoceros. He also saw giant frogs, and myriads of swimming bats and fresh-water prawns which danced on the rocks.

An almost perfect description. We've seen them too, but it wasn't in Assam.

A village postmaster at Home has reached his 99th year. He can still read the postcards without assistance.

"5,000 Mugs for Sale," says a newspaper heading. We hope our pet aversion is amongst them.

Seems to use the members of the Hongkong Philatelic Society should stick together more.

Although business may be bad for the exchange brokers, they seem to have a wonderful hold on the yarn market.

CORRESPONDENCE.

(To the Editor of the Hongkong "Telegraph.")

Dinosaurs and Their Eggs.

Sir,—I have read the interesting article "Facts about the Dinosaurs" appearing in your issue of the 19th inst., and note that you have made the following reference to my letter in the *South China Morning Post* of the 16th inst.: "In a recent letter to the S. C. Morning Post, Mr. Tse Tsan-tai cast doubt on the reported discovery of these skeletons and eggs."

Kindly permit me to point out that you have misconstrued the meaning of my letter. I have never doubted for one moment the discovery of skeletons and eggs in the Gobi desert. What I doubt and doubt strongly is the belief that these little Gobi desert "dinosaurs" are genuine dinosaurs, that they are the ancestors of the large 80 feet dinosaurs of the world, and that they are ten million years old.

I have studied the characteristics of the geological strata in which the skeletons of these monsters have been found, and it is my opinion that there has been two "life-ages," viz:

- (a) The age of non-reptilian forms, such as the different classes of dinosaurs, and reptile-birds (Ornithomimids).
- (b) The age of giant mammalian forms, such as the mammoth, mastodon, Baluchitherium, elephant, etc., and prehistoric (Antediluvian) man and the different animals connected with him and his times.

The life of both these "life-ages" was suddenly destroyed by two great cataclysms, and is proved by the position and formation of the skeletal deposits. The interval of time between these two "life-ages" must have been considerable. In describing the *Loess* deposits and fossil remains of the Gobi desert of the Mongolian plateau, Mr. Roy Chapman Andrews, leader of the Third Asiatic Expedition, is reported to have said:

"Mongolia is not only the oldest continent in which terrestrial deposits have been preserved, but there is in Mongolia an enormous extent of such deposits which remain untouched. It is one of the world's greatest fossil fields. A large part of Mongolia is like a gigantic layer cake, with the fossils scattered through like raisins and different layers containing the remains of life at different periods. Near the bottom is the dinosaur layer. Further up is the layer of mammalian remains and remains of animals that developed long after the dinosaurs had died out."

This layer-cake formation of the strata of the *Loess* of the Gobi desert has been due to the upheaval of the Mongolian Plateau and the turning of the great basin of the Gobi into a vast inland sea by the *Euxine* waters of the *Diluvian Tidal Wave* (B.C. 2348), the drowned animals, etc., being swamped and entombed in the successive deposits of mud or *Loess*, thereby accounting for the wonderful "pockets" of mixed skeletal remains, and other paleontological and geological puzzles. The dinosaur fossil beds of Montana and Dakota of North America present similar characteristics and puzzles.

All this is convincing geological evidence and proof that the world has already experienced two great life-destroying cataclysms, and that the "skeletons and eggs" discovered in the Gobi desert cannot be ten million years old, and it explains the Darwinian Evolutionists' theory of the "continuity between the ages."

I shall be glad to have the opinions of other scientists and geologists on this interesting subject, as we should all contribute our "little bit" in the pursuit of *light and truth*, and for the reconciliation of Science and Religion.

Yours, etc.

TSE TSAN-TAI.

Hongkong, Oct. 20, 1923.

Naval Officer's Case.

Sir,—With reference to the publication on page 5 of your issue of Monday, 15th October, of the paragraph headed "Naval Officer Sent to Gaol," I have much pleasure in informing you that I have received a letter from Lieut.-Comdr. J. M. Heath, R.N., this morning stating all the facts of the case.

He naturally appealed, and the case was re-tried, with the result

that a fine of forty shillings only was imposed, and he was not sentenced to one month's imprisonment as previously stated. I should therefore be grateful if you will find space to make this known as early as possible, as he has many friends in China and I feel sure they will be interested.

Yours etc.

NAVAL OFFICER (RETIRED).
Canton, Oct. 19th, 1923.

10,000,000 YEARS AGO.

FOSSILS OF DINOSAURS AND THEIR EGGS.

In a special section of this issue of the *Telegraph* will be found pictures taken of an exceedingly important scientific discovery made by the Third Asiatic Expedition of the American Museum of Natural History, under the leadership of Mr. Roy Chapman Andrews. The expedition has completed its second summer's work on the Mongolian plateau, and this time its labours have been remarkably fruitful.

As far as man can judge, there has been two "life-ages" on this earth between ten and twelve million years ago. Some of the earliest creatures, in the early days of evolution, and long before mankind such as we appear today had been raised to even the most remote link of even a primitive civilisation. One type of these long-extinct monsters was the dinosaur, which has been "reconstructed" chiefly in the imagination from remains found in different parts of the world.

Mr. Andrews' expedition, however, has had the most sensational success imaginable, for not only have several practically complete skeletons of dinosaurs been found, but also their eggs. It seems an impossible feat to throw one's imagination back ten million years, to a period of time when the whole face of the globe was different to what it is today; when seas existed where there are now continents, and continents where there are now seas; of prehistoric times, when, for aught we know, the most beautiful ape-like ancestor of humankind had not yet been evolved. But through all these long ages, the ancient rocks and sand of the desert have held their secrets, to be unearthed now and be believed by marvellous generations of our era.

THE DISCOVERIES. As a northern contemporary put it, after interviewing him, Mr. Andrews' story combined the zest of an explorer's adventure with the romance of discovery, that bring fresh and thrilling contact with the ages. Among other sensations, the interviewers had the odd one of holding in his hand an egg which was half hatched when this continent of Asia was itself so young, in an embryonic state. It had been ascertained in the previous year that there were fossils of some importance to be found at Erhiten, but nothing was expected even to approach the richness of the great fossil quarry that was opened up. Numerous remains of great dinosaurs, and several partly complete skeletons were unearthed, and it was here that the leaders of the party first glimpsed the measure of success that lay before them.

A second realization of the riches of the Central Asian fossil belt came when the expedition moved some two hundred miles further westward to an Eocene deposit to look for traces of a rather majestic beast called the Titanotherium, a mammal which disappeared some million of years ago and whose remains had hitherto been found only in America and once or twice in the Balkans. Mr. Andrews and his colleagues had high hopes of securing a skull of this creature, or perhaps two. When they discontinued their operations at the spot selected they had exhumed and packed no less than twelve. They were consequently in the highest of spirits when they resumed their journey westward in the direction of Ulan Nor.

They arrived here after many vicissitudes, and eventually, owing to lack of supplies, they had to return, leaving the field of their endeavour late in August. However, their discoveries provided full compensation.

FIRST FIND OF EGGS.

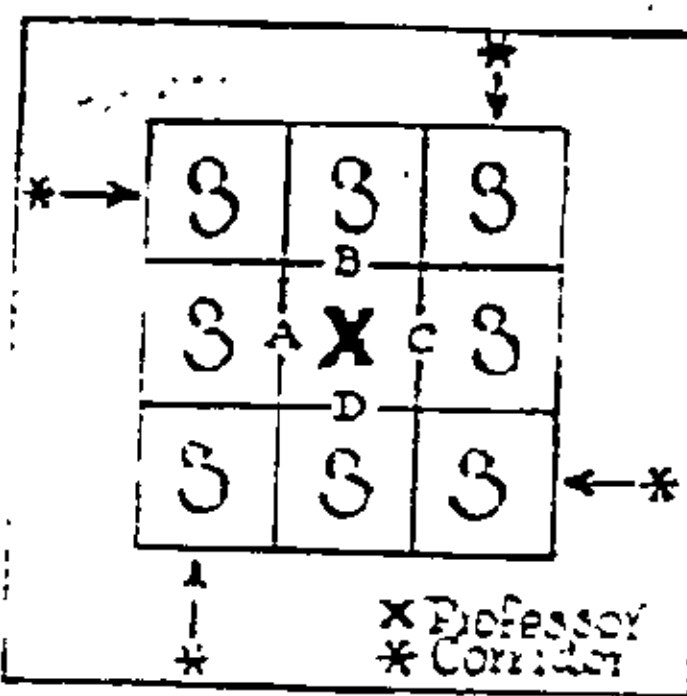
In the case of the dinosaur, for example, it was believed that this creature laid eggs, but no proof of the theory was obtainable and no one dreamed of finding the eggs themselves. Mr. Andrews has brought back some twenty-five of the actual eggs

(a bit stale, it is true, but remarkably well-preserved considering that they are, roughly, ten million years old) and, in addition, specimens giving a fairly complete record of the life-history of the reptile in question. These relics range from an egg containing an actual embryo, and the skull of a baby dinosaur, to another skull, practically perfect, some two and a half feet long. Various new types have been discovered as well.

The eggs, which are from six to nine inches long, were evidently laid in the sand in nests of from five to nine, and left to be hatched by the sun. Directly above one of these nests were found the remains of a grown dinosaur, suggesting that they might have been freshly laid when the natural catastrophe occurred which killed their mother and arrested their development. They were probably white originally, but have darkened to a rich amber yellow, though the texture of the shell itself remains distinct and unaltered.

For the present, the plans of the expedition are to continue their work systematically and thoroughly and let no material and no fact escape them. The whole of next year is to be devoted to work in the Museum by all the members of the expedition. In 1925 they will return and resume operations in the field. What further revelations will result from these operations can only be conjectured.

A PUZZLE A DAY.



Twenty-four of the eggs were in a dormitory of nine rooms, arranged as shown above, three in a room, with the professor (X) in the centre. It will be noted that the rooms formed four corridors, each containing nine eggs, as indicated by the arrows. The professor, without leaving his own room, would look into the central room of each corridor at points A, B, C, D. If he was satisfied each corridor contained nine boys, all was well.

The boys, however, frequently slipped out, and at other times brought in their friends. On four successive nights, the dormitory contained 20, 22, 32 and 36 boys; yet the professor found only nine in each corridor, due to the way the boys rearranged their order. How did they do it?

Yesterday's answer: The blind man started with 40 pencils. The first man, buying one half dozen and six or back 10, left the blind man with 30. The second customer bought one-third of that number (10), and gave back 2, leaving the blind man 22. The third person bought half (11), and gave back 1, which left the blind man with his final stock of 12 pencils. The best way to solve this problem is to work it backwards from the 12 pencils.

HOW A MAN TURNED BLUE. "Capt." Fred Walters, an Englishman well-known to frequenters of circuses and "freak" museums as the "Blue Man," died recently of heart disease in Bellevue Hospital, New York. An autopsy revealed that not only was he blue as to the skin of his whole body but that his brain, heart and other organs were of the same hue. His colouring was found to be due to Argyria, or silver poisoning, believed to have been contracted in the first place when Walters, 40 years ago, worked in a silver mine in Australia.

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This comprises the Smartest Designs for Day or Sporting Wear in the

Latest London Styles.

SATISFACTION

GUARANTEED

J. T. SHAW

Tel. Central 692.

Ladies' & Gent's Tailor

ANOTHER CONSIGNMENT OF

Suitings & Overcoatings,

— JUST ARRIVED, SUITABLE FOR —

Autumn & Winter Wear

SUITS From \$60.00

Perfection in Style & Fit Guaranteed.

No. 11 Beaconsfield Arcade
(Opposite City Hall)

BRANDIES.

Legrand et Fils.
Courvoisier & Co.
Rouyer, Guillet & Co.

John Exshaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.

B.J.B. Pale Old Liqueur.

CALDBECK, MACGREGOR & CO., LTD.

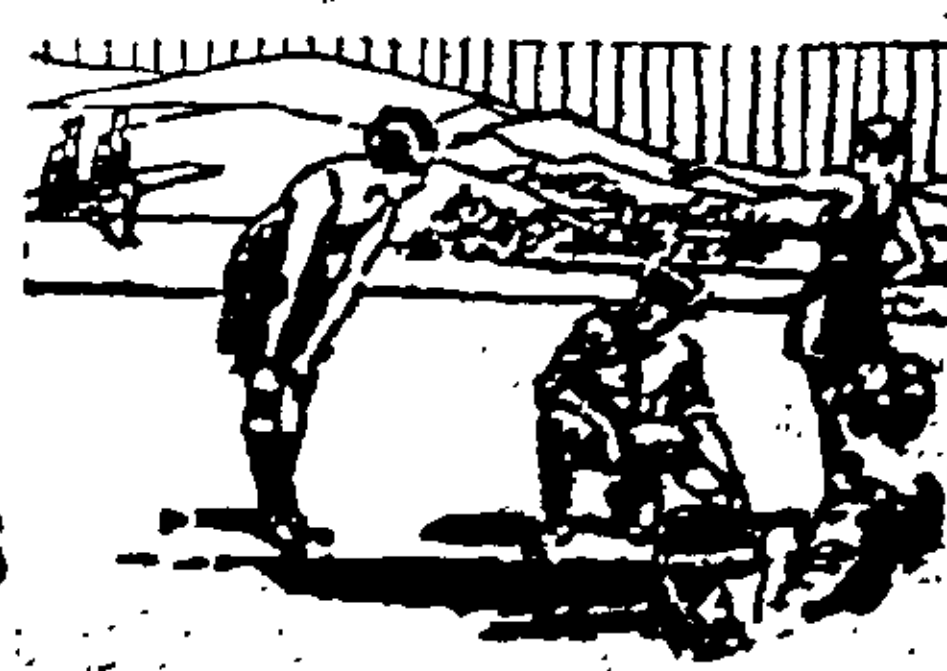
15, Queen's Road Central. (Telephone Central No. 75)

DELIGHTFUL

PICNICS

and

BATHING PARTIES



Again the time has arrived when the lure of bathing and picnicking cannot be resisted, and quite naturally you are anxious that your party will be pleasurable to your guests. Dainty tiffins and teas are arranged at short notice, for any number of persons by—

CAFE WISEMAN

LANE, CRAWFORD, LIMITED.

Heath Hats

in Shapes and Colours that make certain the right hat for every sort of features or physical appearance.

We have just received a complete assortment.

Mackintosh

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building,
Des Voeux Road.



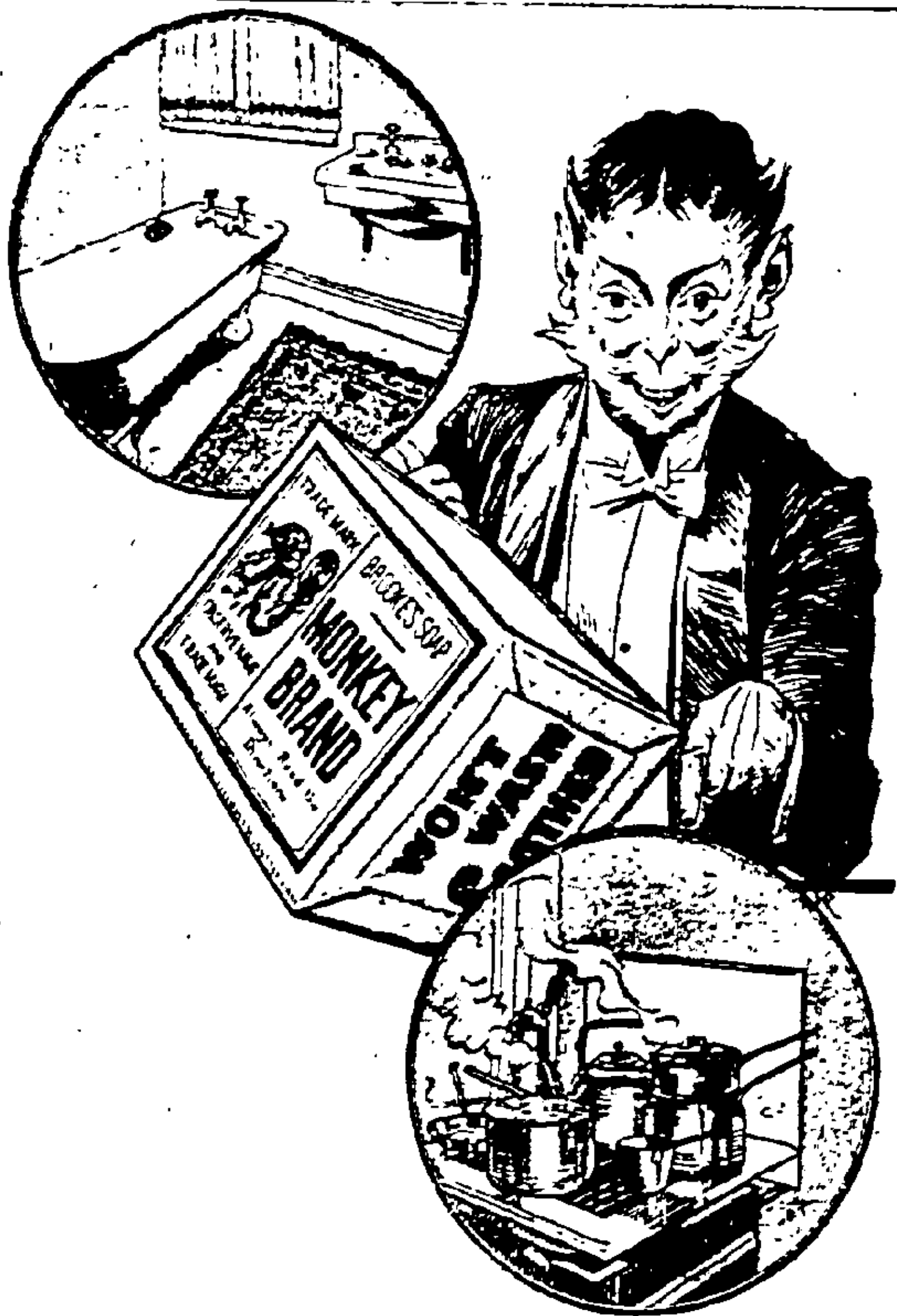
Attractive New Autumn Frocks

EVENING DRESSES
AFTERNOON DRESSES
COAT FROCKS
LONG COATS
HATS AND COSTUMES

MADELEINE PEARSON

St. George's Building.

Next Cafe Wiseman. P.O. Box 530. Telephone 2313.



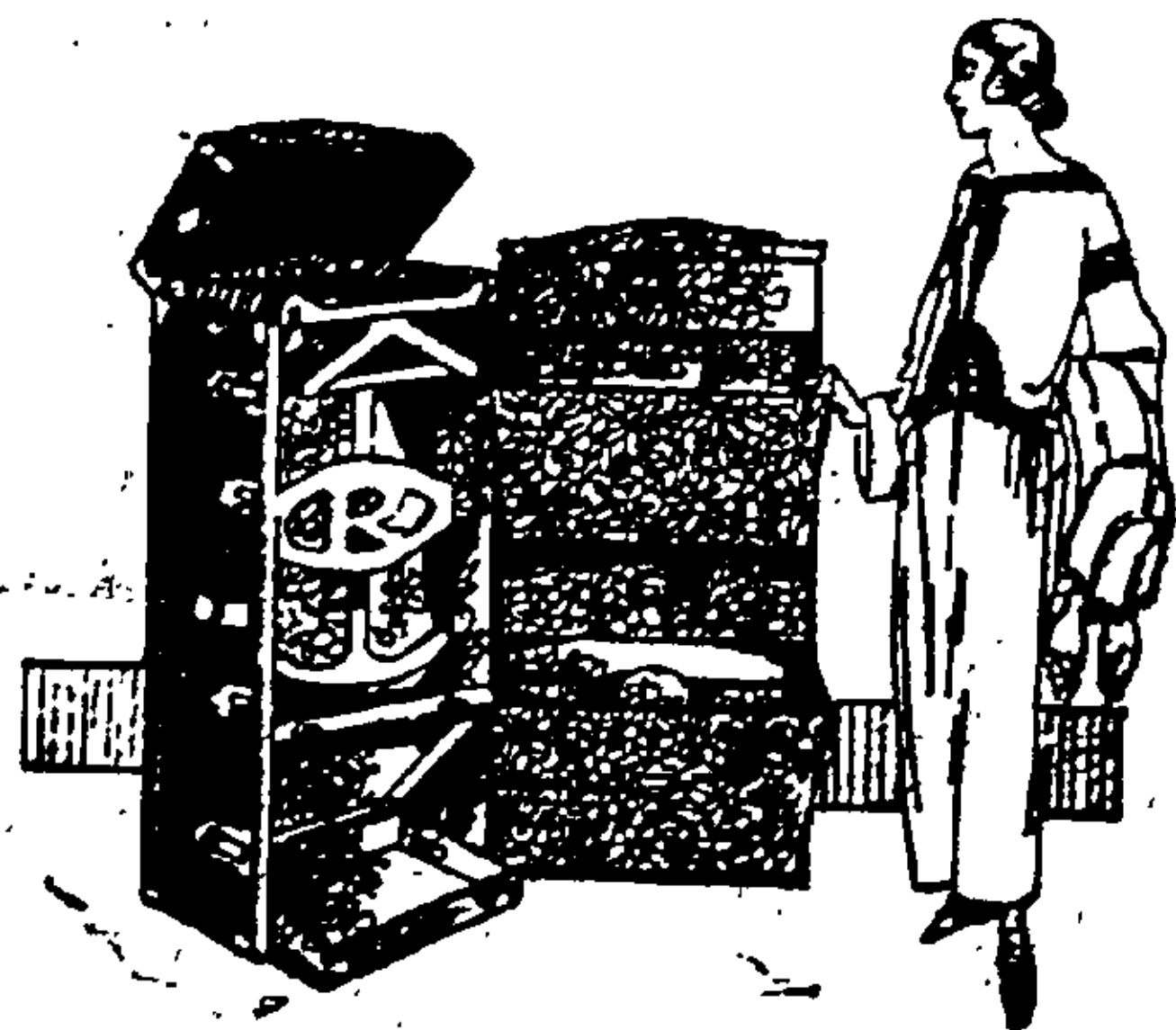
YEE SANG FAT CO.

JUST ARRIVED

A LARGE SHIPMENT OF LATEST STYLE

**WARDROBE and CABIN
TRUNKS**

ALL AT



20% DISCOUNT.

YEE SANG FAT CO.

34, Queen's Road Central.

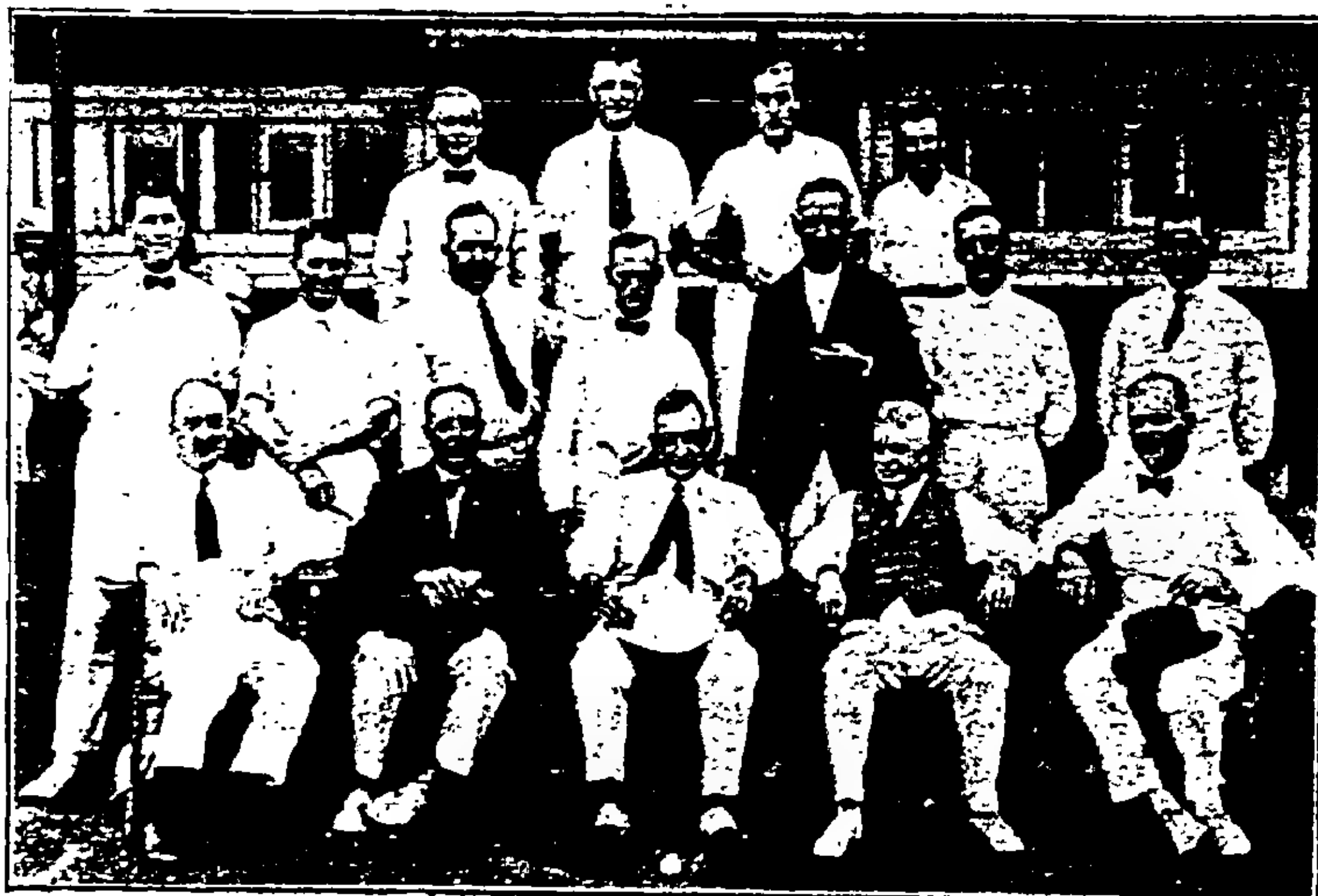
CAMERA NEWS.



Hongkong and Shameen cricket teams. Photo: Mee Cheung.



Mr. S. F. Chubb and his bride (Miss M. E. Eunese.) Photo: Ming Yuen.



Royal Hongkong Yacht Club bowls team, which met Kowloon Dock team last week. Photo: Ming Yuen.



"A measure" in the Yacht Club-Kowloon Dock match. Photo: Ming Yuen.



Wayfoong and Taikoo cricket teams. Photo: Ming Yuen.



Mr. Pettley "driving" in the bowls match. Photo: Ming Yuen.



Wedding of Mr. S. J. Jordain and Miss Savery. Photo: Mee Cheung.



Group taken at wedding of Capt. Purlew and Miss M. E. Smith. Photo: Mee Cheung.

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessel	Agents	From	Mooring
Hongkong	J. M. & Co.	Amoy	Row. Wh.
Japan	B. S. N.	Singapore	C. 43
Swatow	G. B. L.	Batavia	West Point
Haifa	B. S. N.	Batavia	
Tan	B. S. N.	Batavia	

Vessels Arrived.

Vessel	Agents	Where Bound	Departure
Adolf von Bayer	Brookman	Shanghai	At 10
Neuchang	B. S. N.	Shanghai	At 10
London	J. M. & Co.	Shanghai	At 10
Davao	B. S. N.	Shanghai	At 10
Luna	B. S. N.	Shanghai	At 10
Bocho	B. S. N.	Shanghai	At 10
Seang See	B. S. N.	Shanghai	At 10

Clearances.

Vessel	Agents	Where Bound	Departure
Adolf von Bayer	Brookman	Shanghai	At 10
Neuchang	B. S. N.	Shanghai	At 10
London	J. M. & Co.	Shanghai	At 10
Davao	B. S. N.	Shanghai	At 10
Luna	B. S. N.	Shanghai	At 10
Bocho	B. S. N.	Shanghai	At 10
Seang See	B. S. N.	Shanghai	At 10

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Hi ane	J. M. & Co.	Sandakan	20th
Nayio M	J. M. & Co.	Amoy	20th
Ti kin	J. M. & Co.	Amoy	20th
Leung	J. M. & Co.	Amoy	20th
Jap n	J. M. & Co.	Amoy	20th
Hongkong	J. M. & Co.	Amoy	20th
Swatow	J. M. & Co.	Amoy	20th
London	J. M. & Co.	Amoy	20th
Davao	J. M. & Co.	Amoy	20th
Luna	J. M. & Co.	Amoy	20th
Bocho	J. M. & Co.	Amoy	20th
Seang See	J. M. & Co.	Amoy	20th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Anyo M.	J. M. & Co.	Amoy	20th
Benavich	J. M. & Co.	Amoy	20th
Jap n	J. M. & Co.	Amoy	20th
E. of Asia	J. M. & Co.	Amoy	20th
Staten Maun	J. M. & Co.	Amoy	20th
Chamond	J. M. & Co.	Amoy	20th
Professors	J. M. & Co.	Amoy	20th
Portina	J. M. & Co.	Amoy	20th
Glacis	J. M. & Co.	Amoy	20th
E. of Australia	J. M. & Co.	Amoy	20th
Perse M.	J. M. & Co.	Amoy	20th
Benavich	J. M. & Co.	Amoy	20th
Glacis	J. M. & Co.	Amoy	20th
Anyo M.	J. M. & Co.	Amoy	20th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free Storage	Claims to be	Examination Date
Tenyo M.	T. E. K.	Oct. 20	Oct. 20	Oct. 20	Oct. 20
Amoy	T. E. K.	Oct. 20	Oct. 20	Oct. 20	Oct. 20
Glacis	T. E. K.	Oct. 20	Oct. 20	Oct. 20	Oct. 20

Steamers' Movements.

Taking to sea arrived at Boston on 15th instant.

TO-DAY'S SHARE QUOTATIONS.

STOCK EXCHANGE				SHAREBROKERS' ASSOCIATION			
BANKS.				BANKS.			
H.K. & S. Bank	a.	1105	b.	1105			
Chartered Bank	b.	220	b.	220			
P. & O. Bank	b.	219	b.	219			
Bank of E. Asia	b.	105	b.	105			
Mercantile Bank A & B	b.	229	b.	229			
Mercantile Bank C	b.	212	b.	212			
MARINE INSURANCE.				MARINE INSURANCE.			
Canlon	b.	645	b.	650			
North China	b.	140	b.	140			
Union	b.	231	b.	231			
Yongtze	b.	27	b.	27			
FIRE INSURANCE.				FIRE INSURANCE.			
China First	b.	132	b.	133			
H.K. First	b.	490	b.	500			
SHIPPING.				SHIPPING.			
Douglas	b.	45	b.	44			
H.K. Steamship	b.	38	b.	35			
Indos Def. Lon. Reg.	b.	142	b.	140			
Indos Def. H.K. Reg.	b.	142	b.	140			
Shells	b.	70	b.	7			
Ferries	b.	54	b.	54			
H.K. Tugs	b.	54	b.	54			
REFINERIES.				REFINERIES.			
China Sugar	b.	22 7/8	b.	22 7/8			
Malabon	b.	58	b.	58			
MINING.				MINING.			
Kajla	b.	65	b.	65			
Langkats Combined	b.	35	b.	34			
Rauhi	b.	4	b.	5			
Tronoh	b.	30 5	b.	30 6			
Ural Caspian	b.	12 3	b.	12 3			
Benguet Consolid	b.	7	b.	7			
DOCKS, WHARVES, GODOWNS &c.				DOCKS, WHARVES, GODOWNS &c.			
H.K. Wharves	b.	155	b.	154			
K. Dock	b.	150	b.	150			
Shanghai Dock	b.	95	b.	91			
N. Engineering	b.	730	b.	720			
Shanghai Hongkong	b.	198	b.	198			
LANDS, HOTELS & BUILDINGS.				LANDS, HOTELS & BUILDINGS.			
H.K. Hotels	b.	26	b.	26			
H.K. Hotels	b.	26	b.	26			
H.K. Lands New Reg.	b.	86 1/2	b.	86			
H. P. & S. Est.	b.	23 40	b.	23 40			
Kowloon Lands	b.	85	b.	85			
H.K. Realty	b.	210	b.	210			
Princes Bldg.	b.	120	b.	125			
COTTON MILLS.				COTTON MILLS.			
Ewo Cottons	b.	14	b.	13 90			
Oriental Cottons	b.	5	b.	5 85			
Shanghai Cottons	b.	91 1/2	b.	92			
MISCELLANEOUS.				MISCELLANEOUS.			
Cenals	b.	26	b.	26 1/2			
China Light	b.	14	b.	14			
China Light	b.	14	b.	14			
China Providents	b.	23 1/2	b.	23 1/2			
Dairy Farms	b.	24	b.	21 1/2			
Electric H.K.	b.	31	b.	31			
Electric H.K.	b.	31	b.	31			
Hongkong Ropes	b.	38	b.	38			
Hongkong Tramways	b.	24	b.	24			
Peak Tram	b.	15	b.	15			
Peak Tram	b.	15	b.	15			
Steel Foundries	b.	163	b.	173			
Water-works	b.	23	b.	23			
Watsons	b.	22	b.	22			
Wm. Powells	b.	17 70	b.	17 1/2			
Lead Crawfords	b.	9	b.	9			
Canton Iron	b.	6 90	b.	6 90			
H.K. Constructions	b.	5 10	b.	5 10			
Talis	b.	12	b.	12			
Sincera	b.	25	b.	25			
Machintosh	b.	25	b.	25			
Nanyang Tel.	b.	22	b.	22			

Hongkong, October 20, 1923.

BANKS.

P. O. BANKING CORPORATION, LTD.

(Incorporated in England 1922.)

With which is allied:

THE ALLAHABAD BANK LTD.

INDIA.

Authorized Capital £5,000,000

Subscribed and Paid up £2,594,160

Reserve Fund £115,000

HEAD OFFICE:

122, Leadenhall Street, London E.C. 3

WEST LONDON BRANCH:

14-16, Cockspur Street, London S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras,

Colombo, Singapore, Hongkong

and Shanghai.

The Corporation undertakes General

Banking and Exchange Business of every

description and in addition to its

Branches has Agencies in all the prin-

cipal cities of the world.

C. CHAMPKIN,

Manager,

22, Des Voeux Road, Central, Hongkong.

THE BANK OF EAST ASIA

LIMITED.

HEAD OFFICE:

No. 12, Des Voeux Road, Central, Hongkong.

ESTABLISHED 1911.

Authorized Capital £10,000,000

Subscribed and Paid up £5,000,000

Reserve Fund £1,000,000

HEAD OFFICE:

No. 12, Des Voeux Road, Central, Hongkong.

ESTABLISHED 1911.

Authorized Capital £10,000,000

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ESTABLISHED 1911.

Authorized Capital £10,000,000

Subscribed and Paid up £5,000,000

Reserve Fund £1,000,000

BANKS.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

HEAD OFFICE HONGKONG:

Authorized Capital £50,000,000

Issued & fully paid up £30,000,000

Reserve Funds:

Sterling £24,500,000

Silver £24,500,000

Reserve Liabilities of

Proprietors £20,000,000

COURT OF DIRECTORS:

Hon. Mr. A. G. LADY - Chairman

Hon. Mr. G. M. ROBERTS - Deputy Chairman

Hon. Mr. J. M. ROBERTS - Deputy Chairman

Hon. Mr. J. M. ROBERTS - Deputy Chairman

Hon. Mr. J. M. ROBERTS - Deputy Chairman

Hon. Mr. J. M. ROBERTS - Deputy Chairman

Hon. Mr. J. M. ROBERTS - Deputy Chairman</

PACIFIC SHIPPING.

HOME VIA CANADA
HONGKONG TO ENGLAND.

Via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
S. of Asia	Oct. 25	Nov. 12	Nov. 23
of Canada	Nov. 17	Dec. 3	Dec. 20
of Russia	Nov. 29	Dec. 17	Dec. 27
of Australia	Dec. 21	Jan. 9	Jan. 16
of Asia	Jan. 10	Jan. 28	Feb. 8
of Russia	Feb. 7	Feb. 25	Mar. 7
of Australia	Feb. 22	Mar. 12	Mar. 19
of Asia	Mar. 13	Mar. 31	Apr. 11

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. Allotment of Cabins on Atlantic Steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG OFFICE.

Passenger Department Tel. 752. Cables GACANPAC. Freight and Express Tel. 42. Cables NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

£120 £112-£110

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.	Leave Hongkong
YENYO MARU	Oct. 27
KOREA MARU	Nov. 5
SHINYO M. (Calling at Manila & Keelung)	Nov. 16
SIBERIA MARU (Calling at Dairen)	Nov. 28

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALON, CALLAO, MOLLEND, ARICA & IQUIQUE.	Leave Hongkong
ANYO M.	Oct. 30
SEIYO M.	Dec. 4
RAKUYO M.	Jan. 13

JAPAN-HONGKONG-JAVA SERVICE

Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.

PERIA M. (Calling at Batavia, S'rang & Shaya) Nov. 1.
JAPAN NEW YORK LINE (Freight Only)
VIA JAPAN AND SUEZ

BIYO MARU End of Nov. or Early Dec.
For full information regarding passengers, freight and sailings
Apply to Y. TSUTSUMI, Manager
Kings Building.
Agents at Canton: Tel. Central Nos. C. 2374 & 2375.
Messrs. T. E. GRIFFITH.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Direct Route.	Due Hongkong
U.S.S.B. "Mura"	31st Oct.
U.S.S.B. "West Cactus"	1st Nov.
U.S.S.B. "West Cactus"	6th Nov.
U.S.S.B. "West Cactus"	7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND PORTS

To Singapore.

U.S.S.B. "West Ivan"	Due Hongkong	22nd Oct.
	Leaves Hongkong	23rd Oct.

To Manila and P. I. Ports.

U.S.S.B. "West Sequana"	Due Hongkong	18th Nov.
	Leaves Hongkong	19th Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
H. E. CASE, Actg. Res. Agent.
Indo-China-Straits & Java.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

S.S. EELBECK

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Vaux Rd. C. H.F. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG.

For New York, Baltimore & Boston.

For New York & Boston.

S.S. M. S. DOLLAR	2nd December.
S.S. ROBERT DOLLAR	29th December.
S.S. STUART DOLLAR	15th January.

For San Francisco and San Pedro.

S.S. STUART DOLLAR	15th January.
--------------------	---------------

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THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A, Des Vaux Road.
CANTON. Tel. Central 792 & 793.

COMPANIA TRASATLANTICA DE BARCELONA
(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGASPI. 1st Nov. C. LOPEZ Y LOPEZ. 19th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

LEGASPI. 1st Nov. C. LOPEZ Y LOPEZ. 1st Dec.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewardess and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS.

(Tel. 1531) Alexandra Buildings, Hongkong.

NORDDOITSCHER
LLOYD

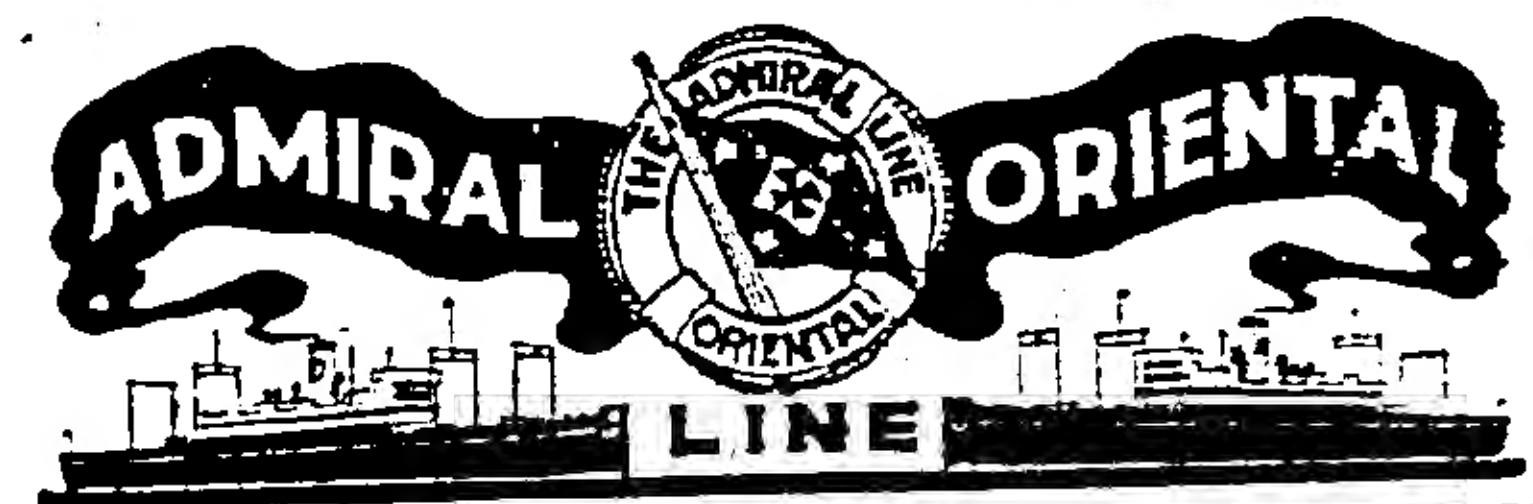
FREIGHT & PASSENGER SERVICE

SHIP	DATE	PORTS
"WEBER"	24th October.	Singapore, Belawan, C'bo, Suez, Port Said, Genoa, Ant'p, B'dam and Hamburg.
"PFALZ"	22nd November.	Singapore, Belawan, Colombo, Port Said, Genoa, Rotterdam, Antwerp & Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight—apply to:

THE ROBERT DOLLAR CO.
No. 4A, Des Vaux Road, Ground Floor.
Tel. Central 792 or 793.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JEFFERSON"	Oct. 25th.
"PRESIDENT GRANT"	Nov. 6th.
"PRESIDENT MADISON"	Nov. 13th.
"PRESIDENT MCKINLEY"	Nov. 30th.
"PRESIDENT JACKSON"	Dec. 12th.

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American & Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT"	Oct. 25th.
"PRESIDENT MADISON"	Nov. 9th.
"PRESIDENT MCKINLEY"	Nov. 21st.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor.

Telephone Central 2477 & 2478 No. 4, Des Vaux Road.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

(Direct)

ATREUS	30th Oct. London, Rotterdam & Hamburg
THRESIAS	6th Nov. London, Rotterdam & Hamburg
ADRASTUS	13th Nov. London, Rotterdam & Antwerp
MACMAON	20th Nov. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

MEMNON	30th Oct. Genoa, M'ler, Liverpool & Glasgow
EURYPYLUS	1st Nov. M'les, Havre, Liverpool & Glasgow
OANFA	20th Nov. Genoa, M'les, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

TYNDAROS	27th Oct. Victoria, Seattle & Vancouver
PROTESILAUS	20th Nov. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

ALCINOUS	27th Oct. via Suez & Boston
TEUCER	15th Nov. via Suez & Boston

PASSENGER SERVICE

THRESIAS	6th Nov. for Singapore & London
SARPEDON	13th Nov. for Shanghai
SARPEDON	11th Dec. for Singapore, Marseilles & London
PATROCLUS	8th Jan. for Singapore, Marseilles & London
MENTOR	12th Feb. for Singapore & London.

For Freight and Passage Rates and all information Apply to:

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)
AGENTS.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)
AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. ALCINOUS	via Suez Canal	25th Oct.
S.S. CITY OF ORAN	via Suez Canal	5th Nov.
S.S. TEUCER	via Suez Canal	15th Nov.
S.S. AJAX	via Suez Canal	25th Nov.

Passengers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
(John Swire & Sons, Ltd.)
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" on or about Oct.

FOR KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" on or about 20th Oct.

For further particulars, please apply to:

S. MITARAI

Branch Office, No. 27, Bosham Strand, West.

Tel. Central No. 155.

Top Floor, King's Building.
Tel. Central No. 140.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"PFALZ"

having arrived from Bremen, Hamburg via ports on October 16 consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of Holi's Wharf, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, October 22nd, at 10 a.m. when they will be examined by Messrs. Carmichael & Clarke.

Claims will not be accepted unless the cargo is so examined by said Surveyors prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the godowns. All goods remaining after 4 p.m. Monday, October 22nd, will be subject to sale.

No fire insurance whatever will be effected.

Consignees are requested to add in their Bills of Lading for counter-signature.

NORDDEUTSCHER LLOYD.

THE ROBERT DOLLAR CO.

AGENTS.
Hongkong, October 17th, 1923.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "ANYO MARU"

Voy. 20-West.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived Friday 19th. Oct. 1923 consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday 26th. Oct. 1923.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday 26th. Oct. 1923, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 19th. Oct., 1923.



THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

For full particulars apply to the Manager, THERAPION LINE, Ltd., 10, Queen's Road, Hongkong.

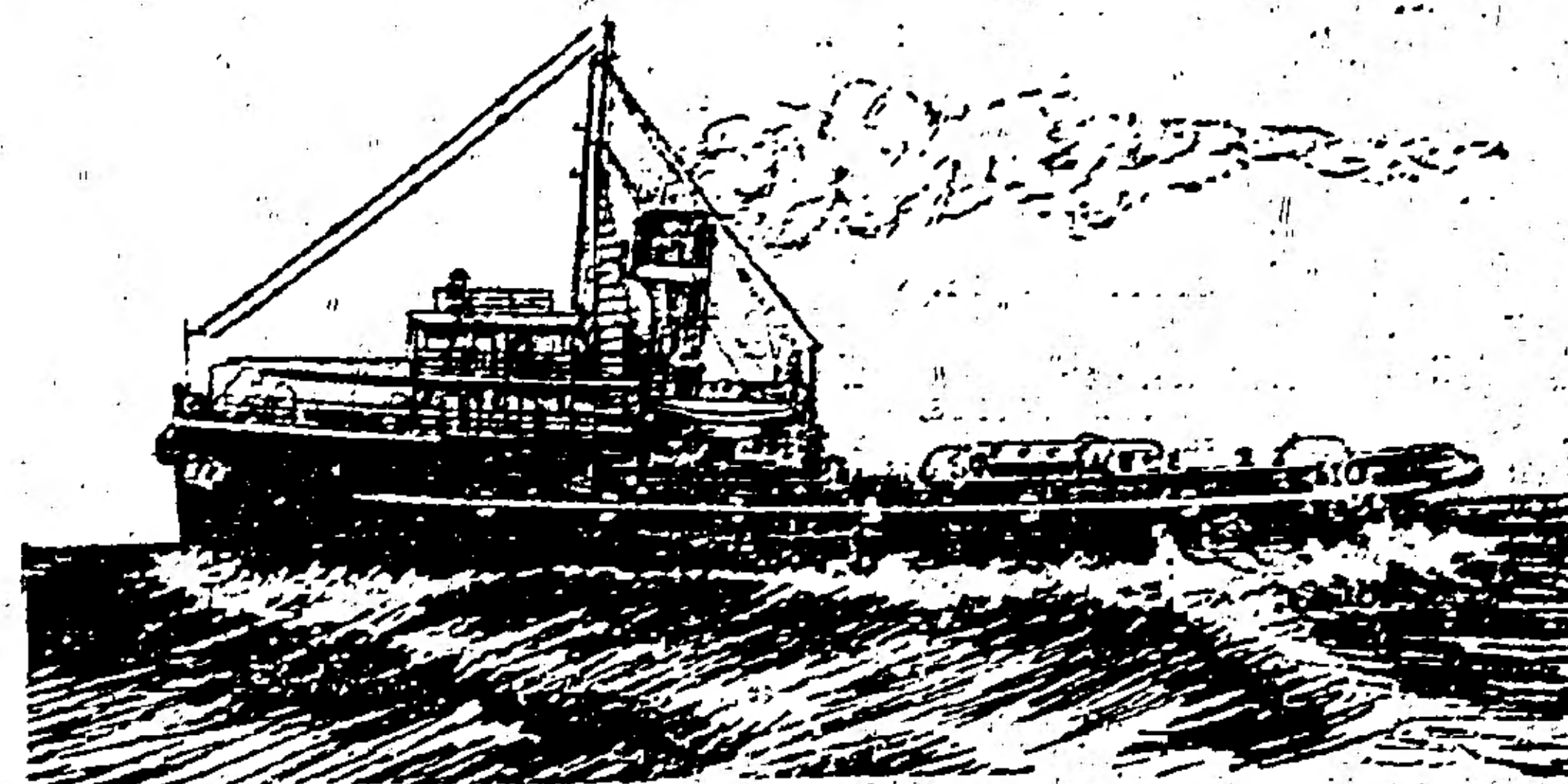
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code Word: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 166' B.P., Breadth 34' (m) D.P. 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for salvage work.

Please address enquiries to the Chief Manager.

R.M. BYER, Sec. M.E.N.A., Kowloon Dock, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
CALEDONIA	7,622	2 Nov. m. night	B'way, M'les, Gib. L'don, A'werp
NELLORE	6,853	6th Nov.	M'les, L'don, A'werp, R'dam
SICILIA	6,813	14th Nov.	S'pore, P'ang, C'ho & B'way
MAINA	10,941	16th Nov.	M'les, Gib. L'don & A'werp
NYANZA	7,023	24th Nov.	M'les, L'don, A'werp, R'dam
KALYAN	9,062	30th Nov.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)
TORILLA 5,205 4th Nov. S'pore, Penang & Calcutta**EASTERN & AUSTRALIAN SAILINGS (South)**
ST. MBANS 4,500 3rd Nov. Manila, Thursday Island, Eastern 4,000 1st Dec. Townsville, Brisbane, ARAFEA 6,000 5th Jan. Sydney & Melbourne.Frequent connections from Australia, with the following:-
The Union S. S. Company's steamers to London via Suez Canal.
The P. & O. Royal Mail steamers to London via Suez Canal.
The S. S. Branch Service of steamers to London via Suez Canal.
The New Zealand Shipping Co.'s steamers for New Zealand and Australia via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.			
JAPAN	6,052	21st Oct.	Amoy, Shanghai, Moji, Kobe
NYANZA	7,023	25th Oct.	Shanghai, Moji & Kobe
SICILIA	6,813	2nd Nov.	Shanghai
DEVANHA	8,092	3rd Nov.	Shanghai, Moji & Kobe
EASTERN	4,000	6th Nov.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMOY	24th Oct.	GLENLUCE	22nd Oct. Genoa.
GLENGARRY	1st Nov.	GLENOGLE	5th Nov. London, A'werp, R'dam, H'burg
GLENAPP	15th Nov.	GLENAMOY	13th Nov. Genoa, L'don, R'dam & H'burg
CARMARTHENSIRE	25th Nov.	GLENAMOY	22nd Nov. End of Nov.
GLENTARA	3rd Dec.	GLENAMOY	End of Nov.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and sailing for Shanghai & Japan	Pro. Sailing from Hongkong for M'les
ANGERS			30th Oct.
CHILI			13th Nov.
PORRHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	3th Jan.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £89.00
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.LIGNE COMMERCIALES (CARGO-BOATS)
S.S. loading for Havre, Antwerp & Dunkirk about
Also through Bills Lading issued to Helsinki, Reval & Riga.
For full particulars apply to:
Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 740.
CONSIGNATION. TRANSIT. REPRESENTATION.**JAVA-CHINA-JAPAN-LIJN.**REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on/about	Will leave on/about	For
Tjikini	Java	In port	20th Oct.	Japan via Amoy
Sawa Loeito	Java	21st Oct.		
Tjimanok	Dalny	25th Oct.	26th Oct.	Batavia
Tjikembang	Java	25th Oct.	27th Oct.	Shanghai
Tjitarom	N. China	25th Oct.	30th Oct.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to
Java-China-Japan Lijn.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
Through passage rates to Europe via America G. 5405, G. 5420, G. 5440
IYO MARU... Sunday, 4th Nov. at 11 a.m.
SHIRAZUKA MARU... Tuesday, 20th Nov.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKUSAN MARU (New Steamer) Monday, 22nd Oct. at 4 p.m.
KITANO MARU... Thursday, 1st Nov.
HAMBURG via LONDON & ROTTERDAM.
MATSUMOTO MARU... Sunday, 7th Nov.
LIVERPOOL via MARSEILLES & VALENCIA.
LYONS MARU... Wednesday, 31st Oct.
SYDNEY & MELBOURNE via Manila, &c.
MISHIMA MARU... Friday, 2nd Nov.
AKI MARU... Wednesday, 14th Nov.
NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU... Thursday, 1st Nov.
BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU (Calling Delagoa Bay) Saturday, 27th Oct.
BOMBAY via Singapore, Penang & Colombo.
MALACA MARU... Monday, 29th Oct.
CALCUTTA via Singapore, Penang & Rangoon.
CALCUTTA MARU... Sunday, 4th Nov.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU... Thursday, 15th Nov.
SHANGHAI, KOBE & YOKOHAMA.
KATORI MARU... Monday, 22nd Oct.
MORIOKA MARU... Thursday, 23rd Oct.
ASUTA MARU... Wednesday, 7th Nov.
PENANG MARU... Wednesday, 7th Nov.
For further information apply to:-
NIPPON YUSEN KAISHA.
D. YAMAMOTO, Manager.
Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "SURUGA" ... Sailing on or about 23rd Oct.
S.S. "BOLTON CASTLE" ... Sailing on or about 12th Nov.**LLOYD TRIESTINO.**

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £56.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "FUIME-L" ... Sailing on or about 31st Oct.
S.S. "DUCHESSA D'AOSTA" ... Sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "VENEZIA" ... Sailing on or about 6th Nov.
S.S. "FUIME-L" ... Sailing on or about Beginning Dec.**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZINTO" Sailing from Calcutta on or about 1st Dec.
Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Manila, Sandakan Thurs. Is. & Aust.
CHIANGSHA		14th Nov. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.**ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.**Projected Sailings from Hongkong
Subject to alteration.**PASSENGER SERVICE.**

City of Karachi	4th Dec.	Marseilles & London.
City of Paris	2nd Jan.	do.
City of Canterbury	21st Feb.	do.
City of York	30th Mar.	do.
City of Cairo	18th Apr.	do.

FARES TO LONDON.Single 1st Class A £ 97. B £ 84. 2nd Class A £ 62. B £ 51.
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 105. B £ 91.
For further particulars apply to:
HOLYOAK MASSEY & CO., LTD. THE BANK LINE LTD.
JOINTLY. Tel. Central 7.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Wingsang	Fri. 19th Oct. at 3 p.m.
HAIPHONG via Hoibow Leesang	Sat. 20th Oct. at 10 a.m.	
SANDAKAN	Hinsang	Sat. 20th Oct. at 3 p.m.
STRAITS & Calcutta	Hosang	Tues. 23rd Oct. at 3 p.m.
BANGKOK via Swatow	Hangsang	Tues. 23rd Oct. at 10 a.m.
Antung via Stow, S'hai, T'iao Tingsang	Wed. 24th Oct. at 4 light.	
TIENTSIN	Cheongshing	Thurs. 25th Oct. at noon.
SHANGHAI via Swatow Talsang	Sun. 28th Oct. at 4 light.	
KOBE via Shanghai	Kutsang	Tues. 30th Oct. at noon.
BANGKOK via Hoibow Chunsang	Thurs. 1st Nov. at 9 a.m.	
STRAITS & Calcutta	Fooksang	Sat. 3rd Nov. at 3 p.m.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.
Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.
Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.
Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.
Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.
Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Tuesday, 23rd Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong	Ellis Walker	TUES, 23rd Oct. at 1 p.m.
Haibong	W. C. Passmore	TUES, 30th Oct. at 1 p.m.
Haiching	J. S. Thomson	FRI, 26th Oct. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 27th Oct.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE to SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East India.

Agents:- JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Hall.

CONSIGNEES.



ADMIRAL ORIENTAL LINE.

The Steamship

"ARCHER"

having arrived from New York via ports, on Oct. 18th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 24th inst at the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after October, 25th. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents,

THE BARBER STEAMSHIP LINES, INC.

ADMIRAL ORIENTAL LINE,

4, Des Voeux Road,

Hongkong, October, 18th, 1923.

ADMIRAL ORIENTAL LINE.

The Steamship

"PRESIDENT JEFFERSON"

having arrived from Seattle via ports, on Oct. 14th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on October, 20th at the Company's Surveyors, Messrs. Anderson, and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after Oct., 22nd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents,

ADMIRAL ORIENTAL LINE,

4, Des Voeux Road,

Hongkong, 15th, Oct. 1923.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S. S. "TENYO MARU"

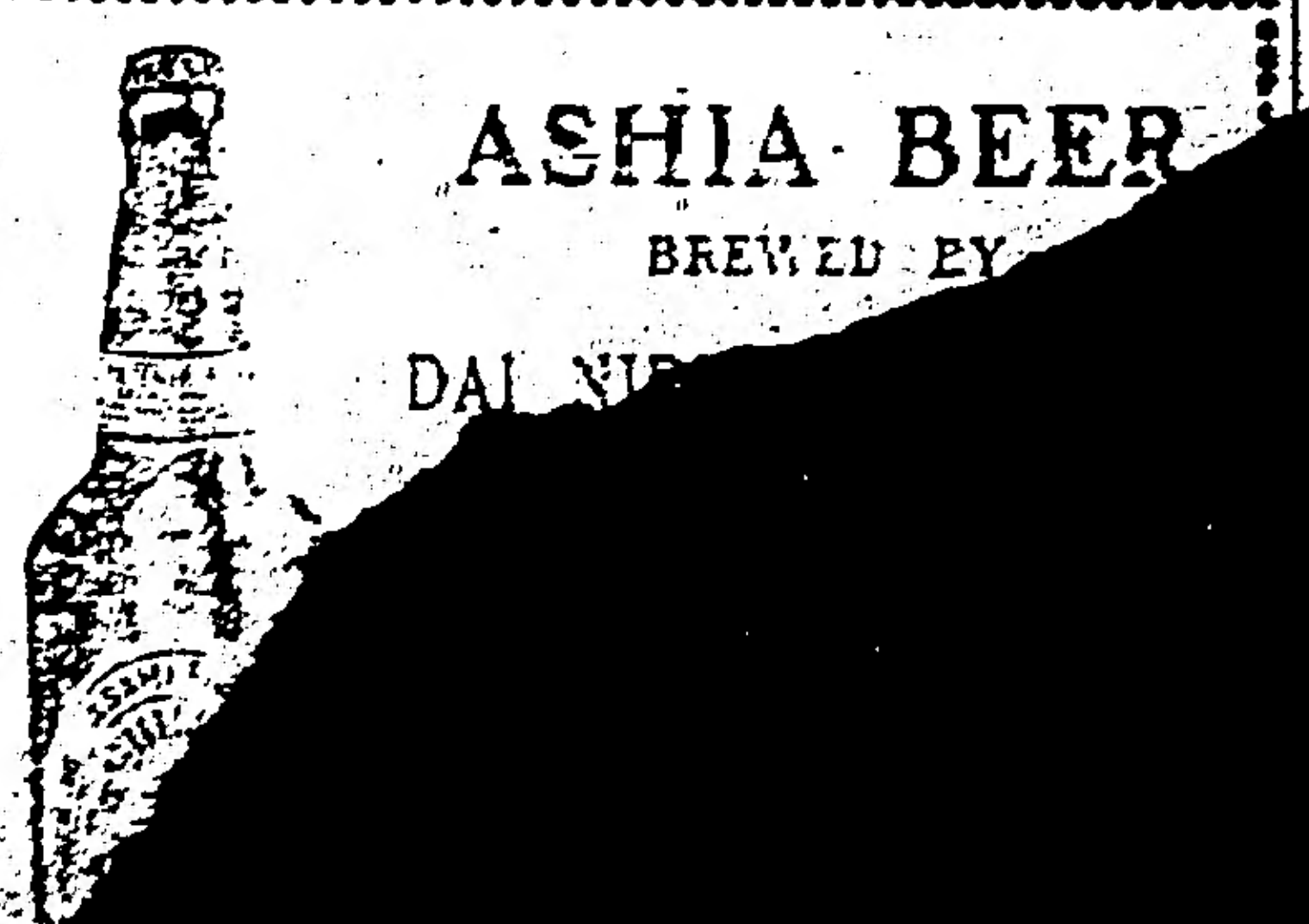
Voy. 74-WEST

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS

& MANILA.

The above named Steamer arrived at Hongkong on 15th Oct. 1923.



NOTICE

BY THE—

S. S. "PRESIDENT JEFFERSON"

WE have just received
a large selection of—THE LATEST
DANCE RECORDS.

MAKE YOUR SELECTION EARLY.

THE
BRUNSWICK STUDIO

17, Ice House Street.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG:

Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.

SHANGHAI:

Astor House Hotel, Palace Hotel,
Grand Hotel, Kalee.

PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co., Ltd.

In conjunction with

The Shanghai Hotels, Ltd.

and

The Grand Hotel des Wagon-Lits, Ltd.

KOWLOON HOTEL

Telephone K. 608 and 609. Cable Address Kowloon.

THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

Telephone on all Floors.

Daily, Monthly & Family Rates.

Apply Mrs. M. BLAKE.

FIRST CLASS SALOON BAR AND BILLIARD ROOM.

Proprietor—FRANK L. COOKE.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. Palace

Two minutes from Ferry and Railway Station. Five minutes
by Ferry from Hongkong.

A first class Hotel in every respect and under English manage-

ment.

Cuisine under personal supervision of the Proprietor.

Lounge Bar and Billiard Room.

Terms moderate.

Special arrangements for families on application to

J. H. OXBERRY,
Proprietor.

RD HOTEL.

The
"Three
Castles"Virginia
Cigarettes

Cool & Fragrant

Manufactured

in

England.

The Cigarette with the
Pedigree

The Advertising agent is issued by British American Tobacco Co., (China) Ltd.

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, Hongkong.—
21st October, 1923, 21st Sunday
after Trinity. Holy Communion
(8 a.m.) Children's Service (10
a.m.) Hymns, 234, 329, 573.
Matins (11 a.m.) Responses.
Ferial; Venite, No. 2 (Norris);
Psalm, 116, 117; Te Deum.
Woodward, Smart, Turle; Bene-
dictus, Troutbeck. Hymns, 433
(Tune 53), 549. Holy Com-
munion (12 noon). Evensong
(6 p.m.) Responses, Ferial;
Psalms, 123, 129, 130, 131;
Magnificat, No. 8 (Cooper); Nunc
Dimittis, Wesley, Hymns, 298,
223, 22.

Wesleyan Methodist Church,
Queen's Road, East (opposite
Royal Naval Hospital, Wanchai).
—Sunday, 24th Oct., 1923, 19.15
a.m. Divine Service and Naval
Garrison Church Parade. Hymns
and Chant, 901, Cantate Domino,
862, 71, 106. Subject: "Un-
answered Prayer." Illustration
"Moses forbidden to enter Land
of Promise." 6 p.m. Divine
Service. Hymns, 374, 104, 783,
422, 644. Subject: "Our Un-
claimed Spiritual Inheritance."
Preacher: Rev. C. Clouston Porri.
H.C.F., 3 p.m. Sunday School
with Blackboard Address. Sail-
ors' and Soldiers' Home, Arsenal
Street, Hongkong, Sunday, 8.15
p.m. in Prince Edward's Hall.
Chaplain's Meeting and Social
Hour. Wednesday, 8.30 p.m.
Wesley Guild. Popular Debate.
Does Sport develop mind as well
as muscle?

First Church of Christ, Scientist,
McDonnell Road, below Bowen
11.15 a.m. Wednesday, 5.45 p.m.
Road Tram Station.—Sunday.

EXCHANGE.

(Opening Rate closing Rate on Page 1.)

SELLING.			
1/2 T.	2/5	4 m/a. Mare	52
Demand	2/5 1/15	4 m/a. France	9.00
50 d/a.		6 m/a.	9.20
4 m/a.	2/3 1/2	Demand, Jersey	51
T/T. Shanghai	Nom.	Demand, New York	51
T/T. Singapore	6	T/T. Bombay	102
T/T. Japan	104	Demand, Bombay	102
T/T. India	164	T/T. Calcutta	102
Demand India	164	Demand, Calcutta	102
T/T. San Francisco and New	51	On Yokohama	104
York	132	Demand, Singapore	102
T/T. Java	Nom.	Demand, Batavia	133
T/T. Manila	8.45	On Haiphong	Nom.
T/T. France	8.45	On Saigon	Nom.
Demand, Paris		On Bangkok	8.55
		Sovereign	49.50
		Gold leaf per Tael	31
		Bar Silver	31
		forward	31
		Bank of England rates	3 1/2
		New York/London	8.55

BUYING.			
4 m/a. L/O.	2/3 1/15	Bar Silver	ready
4 m/a. D/P.	2/3 1/15	forward	31
6 m/a. L/O.	2/4	Bank of England rates	3 1/2
50 d/a. Sydney and Melbourne	2/4 1/2	New York/London	8.55

SUBSIDIARY COINS.

Hongkong 50 cent pieces	8	1 1/2 p.m.
10 "	8	1 1/2 p.m.
5 "	8	1 1/2 p.m.
Canton sub. coins		2 1/2 p.m.
Hongkong October 20, 1923.		

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Due.
Shanghai	Yingchow	20th Oct.
Straits	Japan	20th
Straits	Katori M.	21st
Shanghai	Lucho	22nd
Canada, U.S.A., Japan, Shanghai & London (via New York, 21st Sept.)	Empress of Asia	22nd
U.S.A., Canada, Japan & Shanghai	Pres. Grant	22nd

OUTWARD MAILS.

For	Per	Date.
Swatow, Amoy & Formosa	Kaiyo M.	Mon., 21 inst., 9 a.m.
Swatow & Bangkok	Apsey	Mon., 21 inst., 9 a.m.
Samahai & Wuchow	Kwong Hong	Mon., 21 inst., 10 a.m.
Swatow	Hydrange	Mon., 21 inst., 3.30 p.m.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhannakhodi, Egypt & Europe via Marseilles	Hakusan M.	Mon., 22 inst., 5 p.m.
		Registration 5 p.m.
		(Due Marseilles 22nd Nov.)
Amoy	Sunning	Mon., 23 inst., 5 p.m.
Swatow & Bangkok	Kwong Hong	Tues., 23 inst., 8.30 a.m.
Shanghai & Japan	Katori M.	Tues., 23 inst., 10.30 a.m.
Swatow, Amoy & Wuchow	Haifong	Tues., 23 inst., noon
Straits & Calcutta	Hakusan	Tues., 23 inst., 1 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America & Europe via San Francisco	Pres. Grant	Tues., 23 inst., 1 p.m.
		Registration 5 p.m.
		(Due San Francisco 15th Nov.)
Swatow, Amoy & Formosa	Soehn M.	Wed., 24 inst., 5 p.m.
"Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria B.O.	Pres. Jefferson	Wed., 24 inst., 5 p.m.
		Registration 5 p.m.
		(Due Victoria B.O. 12th Nov.)
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Vancouver	Empress of Asia	Thurs., 25 inst., 5 p.m.
		Registration 5 p.m.
		(Due Vancouver 12th Nov.)
Swatow, Amoy & Wuchow	Haiching	Fri., 26 inst., noon
Manila	Mingong	Fri., 26 inst., 2 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & Europe via San Francisco	Teoyo M.	Sat., 27 inst., 9.45 a.m.
		Registration 9.45 a.m.
		(Due San Francisco 23rd Nov.)
Manila	Pres. Grant	Sat., 28 inst., 9 a.m.

ENTERTAINMENTS

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Prisoner
of
Zenda""The
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Derby"

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GEORGE

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"DISRAELI"

"MY

WILD

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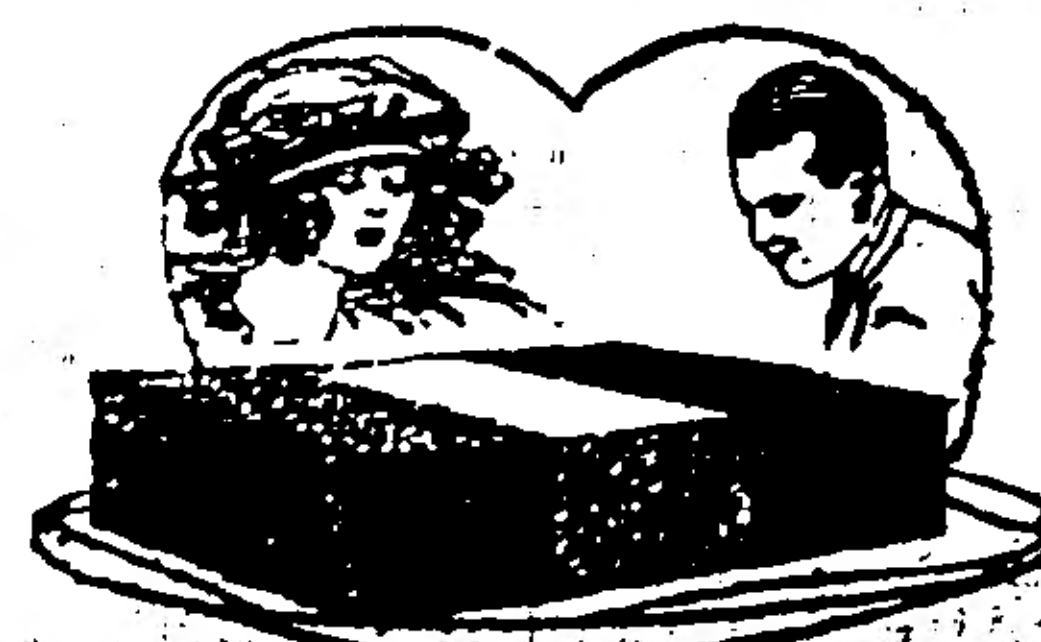
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